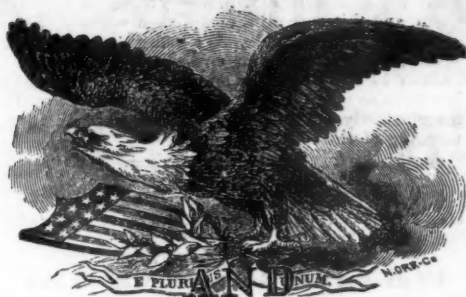


ARMY

GAZETTE OF THE
REGULAR



NAVY

JOURNAL.

AND VOLUNTEER
FORCES.

VOLUME VI.—NUMBER 51.
WHOLE NUMBER 511.

NEW YORK, SATURDAY, AUGUST 7, 1869.

SIX DOLLARS PER YEAR.
SINGLE COPIES, FIFTEEN CENTS.

Publication Office, No. 39 Park Row.

CONTENTS OF NUMBER FIFTY-ONE.

Our Troops West of the Mis-	The Loyal Indians.....806
issippi.....801	Vicksburg in 1869.....807
The Army.....802	The Field of Gettysburg.....807
Abstract of Special Orders is-	English Views on Naval Staff
ued from the Adjutant-Gen-	Rank.....807
eral's Office for the week	Relative Rank in the Navy.....808
ending August 2, 1869.....802	Editorial Paragraphs.....809
Army Personal.....803	Reform in Military Account-
Army Gazette.....803	ments.....810
The Navy.....804	Execution of Albert Wyeth.....810
Various Naval Items.....804	A Saxon Account of the battle
Navy Gazette.....805	of Sadowa.....810
Foreign Items.....805	The Last British Iron-Clad.....810
L'Europe Malade.....806	Aquatics.....811
Some New Books.....806	The National Guard.....812
The Mound Builders.....806	Effects of Lightning.....814

OUR TROOPS WEST OF THE MISSISSIPPI.

A GENTLEMAN associated with the JOURNAL has lately made the overland trip to San Francisco and return. He brings back full and interesting intelligence of the condition of our troops on the Plains and on the Pacific coast. The completion of the Pacific Railroad has brought our military friends stationed along the Great Desert into nearer relations with civilization, and has served to materially mitigate the hardships of their lot. They form a chain of hardy and sun-browned little communities, deprived, of course, of many of the comforts and elegancies of civilized life; but they are inured to their condition, and know how useless it would be to complain of it. Moreover, the dry, exhilarating air of the Plains serves to compensate somewhat for the luxuries and conveniences of which their exile deprives them. They have the amusement of watching the always interesting sight of the trains passing Eastward and Westward; the exhaustless resource of antelope shooting; and the privilege of daily mails and early copies of the ARMY AND NAVY JOURNAL. Life in their adobe huts thus becomes at least tolerable.

At Omaha, our associate met General SHERIDAN, who has since come East. The Lieutenant-General was then under some apprehensions that the Indians, who two months ago made pretty wide devastations along the Buffalo River and the dividing line between Kansas and Nebraska, might possibly cross the track of the Union Pacific, and give trouble. These apprehensions, however, have thus far happily been disappointed.

On the Pacific coast, with its genial climate, abundant fruits and viands, and delightful society, the troops would enjoy uninterrupted happiness, if their dreams were not sometimes disturbed by the possibility of exile to the Sahara of Arizona or the snows and fogs of Alaska. It will be good news to the whole Army—for who might not be chosen to go thither?—to hear that Major-General THOMAS has gone to Alaska, with the fixed purpose of abolishing the departmental command in that Arctic region, and reducing it to a two-company post, at St. Paul's and St. George's Islands. This, with a cutter, will be entirely adequate for the protection of the seal fisheries, which are the only *raison d'être* for the presence of troops there at all. The Department of Alaska, of which General JEFF. C. DAVIS is now in command, costs a large amount of money, and produces little or no result except chronic rheumatism, which spoils in a single year two-thirds of the troops unfortunate enough to be stationed in that land of fogs and chills. This news will give a thrill of relief to all the fine fellows now stationed and imprisoned on the coast and islands of Alaska. General THOMAS has communicated his design to General SHERMAN, and the latter is disposed to entirely agree with him, and

to co-operate in carrying it into effect. General THOMAS, by the way, is very much pleased with his residence on the Pacific coast. Our informant had not seen the hero of Nashville since the old war days, and was delighted to find how hearty and handsome he appeared.

General ORD—that caustic and critical, but most amiable officer—was and is in command of the Department of California. At that time he also had general supervision of the Military Division in the absence of General THOMAS. He is administering the affairs of his wide department with skill and assiduity; and from the fact that he is an old "Forty-niner" and a member of the "Pioneers," he enjoys the general esteem of San Franciscans.

General STONEMAN, who has been in command at the Presidio (or old military presidency near the city), and who is also an old-time Californian, was on the point of leaving that post, to assume command of Drum Barracks, near San Diego. He will be in command of all the troops in Arizona, where the Indians have been so actively and successfully pursued this summer, and where they have created a good deal of trouble. He will make it his duty to clean out the Redskins.

General STONEMAN was talked of for President of the California University; but it seems probable that the Board of Regents will be more likely now to choose a civilian. They offered the position, some time ago, to General McCLELLAN; but his employment in supervising the construction of the Stevens Battery prevented his accepting the presidency of this incipient, but important university.

Colonel MORROW (late of President JOHNSON's staff), of the Paymaster-General's Department, was about starting on a tour through Arizona, to pay off the troops at the different posts and stations in that Territory. In two months, Colonel SAMUEL DANA will follow, on the same service. This plan of paying off bi-monthly commends itself in practice and on the ground of economy, over the proposed plan of establishing permanent paymasters, stationed at Tucson and other places, to whom money would need to be transmitted by express. Now, the express does not insure safety in the transit, and the charges are at the high rate of two per cent.

Our informant spent several days at Fort Alcatraz, which is under command of Brevet Brigadier-General ROBERTSON, formerly of the Artillery service of the Army of the Potomac. It is cause for serious misgivings that the fortifications of this island, which commands the most important of the defensive points in the harbor of San Francisco, are, beyond a doubt, an absurd piece of work. They would prove in five minutes a slaughter-pen for any troops so unfortunate as to be confined in them, in case of a vigorous attack. General McPHERSON, who superintended their construction, it will be remembered, protested against the plans given him, but it was in vain; and the result is lamentable failure. The unanimous opinion of engineers now is that the island should be razed, and made of a uniform height of sixty feet above the level of the bay, and defended by a system of guns *en barbette*, with traverses.

General ALEXANDER, whose services in the Engineer Department of the Army of the Potomac made his name a conspicuous one in the history of the war, and who has other claims to fame, as the builder of Minot's Ledge Light-house and for many important professional achievements, is also

one of the officers whom it is one's good fortune to meet on the Pacific coast.

Brevet Colonel TAYLOR had just been removed from his enchanting military home on Angel Island, in San Francisco Harbor, and transferred to the alkali plains that surround Cheyenne, the capital of Wyoming. He was replaced by Brevet Major-General O. B. WILLCOX, who is to be congratulated upon the station to which the chances and changes of military duty have brought him—for Angel Island is not misnamed.

Colonel JOHN TAYLOR, of the staff of General HALLECK, was on the point of leaving for Louisville, universally regretted by his military friends. Dr. LETTERMAN, well known as the efficient medical director of the Army of the Potomac under different commanders, is now in civil life, and is coroner of San Francisco. He employs himself in the agreeable task of "sitting" on the dead bodies Chinamen and other men; and we are happy—or otherwise—to say that he has his hands full. Brevet Colonel FRANKLIN, of the Twenty-first Infantry, has been exiled recently to Arizona. His brother, Commander FRANKLIN, of the *Mohican*, by the way, was just about sailing, carrying with him two astronomers, to observe the eclipse at Kamtchatka, on the Asiatic coast, at which point the eclipse will be total. The expedition cannot fail of producing the most interesting results.

In fine, the report from the Pacific coast is altogether satisfactory—officers and men are in good condition, except in Alaska; but we shall probably soon be able to record that there the number of military exiles is reduced to the minimum necessary, and the rheumatics are returned to kindlier stations.

UNDER the present administration of Indian affairs we have the singular, and, at first appearance, incongruous spectacle constantly before us, of the Quakers, on the one hand, offering peace to the Indians, and the CARRS and CUSTERS, on the other, bringing not peace but a sword. In like manner, a Minnesota paper remarks, with surprise, that when a new Indian agent is appointed, it is either a very peaceful man or a very warlike one. But the truth is, there is method here. One of the questions which Commissioner PARKER and Secretary Cox put to the Indian Commissioner was, whether our policy should not discriminate between the civilized and localized Indians, and the wild, roving Indians. Even the London *Times* declared that "no terms of peace are practicable with unmitigated and, for the most part, irreclaimable savages."

LOUIS NAPOLEON has lately been inspecting a new gunboat built for the French Navy, and constructed by Lieutenant FARCY, one of his naval officers. M. FARCY, we are told, has just had shipped a gun-carriage of his own invention, of which he hopes great things. The report says that the gun, which throws a 300-pound projectile, and which, with its carriage, weighs 21,000 kilos (about 50,000 pounds), was easily manœuvred by four men. The way in which M. FARCY effects this saving of labor is kept a secret for the present. As soon as the gunboat could get up steam her steering capabilities were exhibited, and the easy manner in which she answered the helm and turned on herself was considered most satisfactory. The Emperor warmly congratulated M. FARCY on both gunboat and gun-carriage.

THE ARMY.

IN order that old Fort Benton may be made use of as a military post, Major-General Hancock, commanding Department of Dakota, has declared a reservation embracing it, subject to the approval of the proper authority.

COMPANY B, Forty-first U. S. Infantry, now at Fort Davis, Texas, was ordered July 19th, to Fort Bliss, to relieve the present garrison of that post, Companies A and K, Thirty-fifth U. S. Infantry. Companies A and K, Thirty-fifth U. S. Infantry, on being relieved, will report to Brevet Brigadier-General O. L. Shepherd, colonel commanding Fifteenth U. S. Infantry, en route to New Mexico. Company G, Tenth U. S. Infantry, was ordered, July 23d, to take post at Helena, Texas. The post of Indianola, Texas, is discontinued, and the counties of Calhoun and Refugio are transferred to the post of Helena.

By order from Headquarters Military Division of the South, the military posts at St. Augustine and Fort Brooke, Florida, will be discontinued. Company E, Third Artillery, now at St. Augustine, will take post at Fort Pulaski, near Savannah, Georgia. Brevet Lieutenant-Colonel R. V. W. Howard, major Third Artillery, is assigned to the command of Fort Pulaski, which has been constituted a separate post, and will report direct to Headquarters Department of the South. Company E, Second U. S. Infantry, now at Fort Brooke, will take post at Mobile, Alabama, the commanding officer thereof reporting for duty to Lieutenant-Colonel T. C. English, Second U. S. Infantry, commanding post of Mobile.

LIEUTENANT-COLONEL George A. Woodward, brevet colonel U. S. A., commanding the Forty-fifth Infantry, has issued the following order:

HEADQUARTERS FORTY-FIFTH U. S. INFANTRY,
NASHVILLE, TENN., July 26, 1869.

GENERAL ORDERS, No. 35.—To-day the Forty-fifth regiment of Infantry ceases to exist as an organization, in consequence of its consolidation with the Fourteenth.

Its history has been brief and uneventful, and yet not without honor to itself and value to the country. Its main employment has been to uphold the arm of the Civil Magistrate, and to assist in restoring to a condition of order and good government, a portion of the country which had been much distracted by the events of the civil war. This difficult and delicate duty it has performed in such a manner, that while it has amply vindicated the authority of the Government, it has not irritated or harassed the regions it has occupied. The people of the various localities where its detachments have been quartered, have invariably expressed regret when the troops have been withdrawn, and this not only in private, but also publicly, through the press. It has thus converted former foes to friends, and so has helped to bring on the era of that good feeling which must ever underlie substantial union.

In parting from those of the officers and enlisted men of the Forty-fifth, who, either voluntarily or otherwise, do not accompany him to the Fourteenth, the Brevet Colonel Commanding would say, that he will ever hold in fresh remembrance the period of his association with them, and will cherish its memories as among the choicest of his life. It only remains to bid them an affectionate farewell, and to express the hope that their future may be as prosperous as their past has been honorable. GEO. A. WOODWARD, Lieutenant-Colonel Forty-fifth Infantry, brevet colonel U. S. A., commanding regiment.

THE Winona, Minn., *Republican* gives the following additional account of General Carr's late fight, from a letter written by Brevet Major S. S. Sumner, captain Fifth Cavalry, to a friend in Winona. This letter is dated "Camp of Fifth Cavalry, North Platte River, fifty miles above Fort Sedgwick, July 12, 1869:—"

We left the Republican River four days since to follow an Indian trail. Made long, hard marches over very rough country, but every one kept up well and pushed ahead, as the signs of Indians thickened as we proceeded. Yesterday morning we cut loose from our train, and, after marching ten or twelve miles, the scouts reported a large village ahead. General Carr lengthened out at a gallop, and you never saw cavalry go it as we did for about ten miles. No signs ahead, and we were commencing to think our lookouts mistaken, when they motioned us to come further to the left. We went over, and sure enough there were their herds grazing about two miles off. The regiment was got together behind a ridge, which completely screened us, the Pawnees on the left, nearest the village, Company D next, Companies C, H, A, G and K on the right. At the command from the General, we all started with a rush. The Indians on my left had stripped for the fight, and went in like red devils. I was ordered to keep up with them. We could not see the village, and were riding for the herd, but on reaching the top of the next ridge there lay the village a little to our left and front. You never heard such a shout; the way we rode for it was a caution. Every company tried to get there first, but I had the advantage of being the nearest. The Pawnees were with me, and, seeing themselves supported, put right ahead. It was a magnificent sight to see the Regulars rushing ahead at a run. The Indians we attacked were Dog Soldiers, the worst rascals on the Plains. They are the same band that General Carr fought in May, and the same ones that committed the depredations in Kansas some six weeks since. They were moving west with their stock and property, and had camped to rest, feeling secure in their out-of-the-way camp. They were taken completely by surprise, and did not have time to get anything away but some stock. I expected they would fight for their pillage, but they made only a feeble effort to stop us. We rushed through the village on to the hills after them, about five miles, when we gave up the chase, as our horses had given out. There never was a more complete Indian triumph on the Plains. We killed seventy-three, captured seventeen women and children,

560 head of stock, and their whole outfit. They left their lodges standing, with everything in and around them, and this was all accomplished without the loss of a single man on our side. We had great times after our return, hunting up Indian curiosities, etc.

JULY 14.—We are now on our way to Fort Sedgwick, but have so many horses, etc., that we are compelled to march slowly. The General expects to reach there the morning of the 16th.

ABSTRACT OF SPECIAL ORDERS

(Issued from the Adjutant-General's Office for the week ending August 2d, 1869.)

Tuesday, July 27th.

By direction of the Secretary of War, the leave of absence granted First Lieutenant Lewis Smith, Third U. S. Artillery, in Special Orders No. 137, June 8, 1869, from this office, is hereby extended four months, with permission to go beyond sea.

By direction of the Secretary of War, the stoppage against the pay of Captain and Brevet Lieutenant-Colonel E. H. Leib, Fifth U. S. Cavalry, directed by Paragraph 8, Special Orders No. 149, June 21, 1869, from this office, is hereby removed, he having reimbursed the United States the amount directed by said order.

Leave of absence for thirty days is hereby granted First Lieutenant E. T. Bridges, U. S. Army.

The extension of leave of absence granted Captain John Craig, military storekeeper, Quartermaster's Department, in Special Orders No. 94, June 9, 1869, from Headquarters Military Division of the Pacific, is hereby further extended sixty days.

Major and Brevet Colonel Alexander Chambers, U. S. Army, will repair without delay, to Washington City, D. C., bringing all his books, papers, etc., relating to the subsistence funds and subsistence stores for which he is responsible, and report in person to the commissary general of subsistence for the purpose of settling his accounts.

Second Lieutenant D. M. Taylor, First U. S. Artillery, having relinquished the remainder of his leave of absence as a graduate of the Military Academy, will proceed to join his company in the Department of the East.

The telegraphic order of the 26th inst., from this office, authorizing Captain W. Clifford, U. S. Army, to draw pay for August, prior to starting to his station as Indian Agent, is hereby confirmed.

Second Lieutenant S. H. Bogardus, Jr., Fourth U. S. Infantry, is hereby authorized to draw one month's pay and allowances in advance, under General Orders, No. 59, July 14, 1869, from this office, directing him to join his regiment.

First Lieutenant H. D. Bowker, U. S. Army, late Forty-fifth U. S. Infantry (Veteran Reserve Corps), is hereby temporarily attached to the Twenty-second U. S. Infantry, and will report in person to the commanding officer of his regiment in the Department of Dakota for assignment to duty.

Wednesday, July 28th.

Brevet Captain Robert G. Rutherford, second lieutenant U. S. Army, is hereby assigned to duty at Fort Columbus, New York Harbor, and will relieve Brevet Major W. M. Quimby in his duties at that post. He will report, without delay, to the commanding officer thereof for duty accordingly.

First Lieutenant M. Moylan, Seventh U. S. Cavalry, having completed the duty upon which he was ordered to this city by Special Orders No. 121, July 22, 1869, from Headquarters Seventh U. S. Cavalry, will rejoin his proper station in the Department of the Missouri.

First Lieutenant and Brevet Major H. Neide, U. S. Army, will report in person, without delay, to the commanding general First Military District, for assignment to duty.

First Lieutenant and Brevet Captain Joseph G. Waters, U. S. Army, having, at his own request, been ordered before a Board of Examination, and having been found incapacitated for active service by reason of incipient amaurosis, and that said incapacity did not originate in the service, that there is no reason to judge that it was aggravated by improper conduct, but that of necessity, close application to duty, and difficulty in taking the proper course for alleviating his complaint, are of themselves sufficient to aggravate the complaint, the President directs that in accordance with Section 17 of the Act of Congress approved August 3, 1861, he be wholly retired from the service with one year's pay and allowance, and that his name be henceforward omitted from the Army Register. He will receive no final payments until he shall have satisfied the Pay Department that he is not indebted to the United States.

Second Lieutenant Edward Davis, brevet first lieutenant Third U. S. Artillery, will report to Brevet Major-General Cooke, commanding Department of the Cumberland, for duty as aide-de-camp.

Thursday, July 29th.

Permission to delay complying with so much of Special Orders No. 173, July 19, 1869, from this office, as directed him to report in person, without delay, to the commanding general Fourth Military District for assignment to duty, is hereby granted First Lieutenant and Brevet Captain A. Wishart, U. S. Army, until August 20th.

The leave of absence granted Colonel and Brevet Major-General C. H. Smith, Nineteenth U. S. Infantry, in Special Orders No. 143, July 15, 1869, from Headquarters Department of Louisiana, is hereby extended forty days.

Captain W. H. Merrell, U. S. Army, is hereby authorized to draw three months' pay and allowances in advance, previous to proceeding to the station to which he may be assigned by the Commissioner of Indian Affairs.

The leave of absence granted First Lieutenant and Brevet Captain William J. Cain, Third U. S. Cavalry, in Special Orders No. 59, March 13, 1869, from this office, is hereby extended two months.

Leave of absence for thirty days is hereby granted First Lieutenant J. R. Mulliken, Twelfth U. S. Infantry,

on the expiration of which he will proceed to join his regiment as directed in General Orders No. 59, July 14, 1869, from this office.

Friday, July 30th.

The leave of absence granted Post Chaplain Dudley Chase, in Special Orders No. 111, July 3, 1869, from Headquarters Military Division of the Pacific, is hereby extended thirty days.

By direction of the Secretary of War, the sum of fifty-seven dollars will be stopped against the pay of Captain George O. McMullin, Third U. S. Cavalry, on account of subsistence stores purchased on credit from George W. Letterman, late captain One Hundred and Twenty-fifth U. S. Colored Troops, and acting Commissary of Subsistence at Fort Bascom, New Mexico, and for which he has failed to pay. The amount so stopped will be turned over to Mr. Letterman, at St. Louis, Mo.

The following named officers are hereby detailed on recruiting service, and will report in person, without delay, as follows: To Brevet Brigadier-General I. V. D. Reeve, U. S. Army, New York City—Captain and Brevet Major F. W. Perry, U. S. Army; Captain George L. Tyler, U. S. Army; Captain E. N. Wilcox, U. S. Army; Captain S. G. Whipple, U. S. Army. To Brevet Brigadier-General J. P. Hatch, superintendent Mounted Recruiting Service, Carlisle Barracks, Pa.—Captain Arthur MacArthur, Jr., U. S. Army; Captain and Brevet Major H. B. Freeman, U. S. Army; Captain Isaac D'Isay, U. S. Army; Second Lieutenant Frank Madden, U. S. Army.

Second Lieutenant Charles Hay, Twenty-third U. S. Infantry, will report in person to Brevet Brigadier-General Hatch, superintendent Mounted Recruiting Service, Carlisle Barracks, Pa., to conduct recruits to the Pacific coast. After the performance of this duty he will join his regiment without delay.

Upon the recommendation of the regimental commander, the following mutual transfers in the Third U. S. Artillery are hereby announced: Captain James B. Shinn, brevet major, from Company A to Company B; Captain E. R. Warner, brevet lieutenant-colonel, from Company B to Company A. The officers thus transferred will join their proper stations without delay.

On the recommendation of the regimental commander, the following mutual transfers in the First U. S. Artillery, to take effect September 1, 1869, are hereby announced: First Lieutenant Thomas Ward, brevet captain, from Company A to Battery K; First Lieutenant George Asbury, from Battery K to Company A. The officers thus transferred will join their proper stations September 1, 1869.

So much of Paragraph 5, Special Orders No. 89, April 16, 1869, from this office, as directed Captain Charles D. Beyer, Forty-first U. S. Infantry, at the expiration of his leave of absence, to await orders, at his own request, is hereby revoked.

By direction of the Secretary of War, the sum of fifty-three dollars and seventy-nine cents will be stopped against the pay of First Lieutenant D. W. Wallingford, Seventh U. S. Cavalry, on account of subsistence stores purchased on credit from First Lieutenant and Brevet Captain A. E. Smith, Seventh U. S. Cavalry, late acting regimental commissary of subsistence, and for which he has failed to pay.

The telegraphic order of the 29th inst., from this office, granting permission to Second Lieutenant Charles Hay, Twenty-third U. S. Infantry, to delay ten days before reporting at Carlisle Barracks, Pa., to conduct recruits to the Pacific coast, is hereby confirmed.

Saturday, July 31st.

So much of General Orders, No. 59, July 14, 1869, from this office, as transferred Second Lieutenant F. Taylor to the Twenty-fifth U. S. Infantry, is hereby revoked, and he is hereby transferred to the Fourteenth U. S. Infantry.

Permission to delay reporting for duty at the National Cemetery at Port Hudson, La., for thirty days, is hereby granted Superintendent P. P. Carroll.

Upon the recommendation of the regimental commander, Second Lieutenant J. E. Sawyer, Fifth U. S. Artillery, is hereby transferred from Company G to Company H, and will join his proper station without delay.

The resignation of Post Chaplain Edward H. Leavitt, U. S. Army, has been accepted by the President, to take effect September 15, 1869.

The resignation of First Lieutenant Peter Engels, U. S. Army (late Twenty-fourth U. S. Infantry), has been accepted by the President, to take effect July 27, 1869, on condition that he receive no final payments until he shall have satisfied the Pay Department that he is not indebted to the United States.

Captain F. W. Bailey, Thirty-fifth U. S. Infantry, will proceed to his home and await orders.

The leave of absence granted Major and Brevet Colonel Eugene M. Baker, Second U. S. Cavalry, in Special Orders No. 140, July 20, 1869, from Headquarters Department of the Platte, is hereby extended three months.

Monday, August 2d.

So much of Special Orders No. 173, July 19, 1869, from this office, as directed Major and Brevet Colonel L. C. Bootes, U. S. Army, to report in person, without delay, to the commanding general Fourth Military District, for assignment to duty, is hereby revoked, and he will proceed to his home and await orders on surgeon's certificate of disability.

Lieutenant-Colonel and Brevet Colonel W. R. Shafter, Twenty-fourth U. S. Infantry, is hereby authorized to draw commutation of quarters and fuel while on duty as a member of a Military Commission convened at Jefferson, Texas, by Special Orders No. 95, April 22, 1869, from Headquarters Fifth Military District, provided he has not been furnished in kind or commutation thereof elsewhere.

Captain F. E. Grossmann, U. S. Army, is hereby authorized to draw two months' pay and allowances in advance and advance mileage from Hamilton, Madison County, New York, to La Paz, Arizona Territory, the station to which he has been assigned by the Commissioner of Indian Affairs.

Leave of absence from August 8th to August 31, 1869, inclusive, on surgeon's certificate of disability, is hereby granted Major Thomas S. Allison, paymaster.

First Lieutenant E. R. Parks, Thirtieth U. S. Infantry, is hereby authorized to draw two months' pay in advance, and two hundred dollars advance transportation, under Special Orders No. 174, July 20, 1869, from this office, directing him to report in person, without delay, to the commanding officer of his regiment for assignment to duty.

ARMY PERSONAL.

CAPTAIN W. J. Broatch, U. S. Army (late Fortieth Infantry), has been assigned to duty as agent for the Yankton Sioux, Dakota Territory.

BREVET Major-General Alexander McD. McCook, lieutenant colonel Tenth U. S. Infantry, is assigned to the command of the post of Ringgold Barracks, Texas.

SECOND Lieutenant A. W. Greely, Second Artillery, is relieved from duty as acting signal officer at Headquarters Department of the Platte, and will proceed to join his company.

GEORGE E. Glenn, paymaster U. S. Army, and Captain Charles E. Whittier, U. S. Army, were registered at Headquarters Department of Louisiana, for the week ending July 24, 1869.

BREVET Captain R. G. Rutherford, second lieutenant U. S. Army, has been ordered to Fort Columbus, New York, to relieve Brevet Major W. M. Quimby as post quartermaster and commissary.

BREVET Lieutenant-Colonel George A. Gordon, major Fourth U. S. Cavalry, has been relieved from duty as member of a Military Commission, and placed in arrest, at the post of Jefferson, Texas.

MAJOR Nicholas Vedder, paymaster U. S. Army, has been ordered from New Orleans to Fort Pike, La., and Ship Island, Miss., and return, for the purpose of paying the troops at those stations; to include the 30th of June, 1869.

FIRST Lieutenant Henry Jackson, Seventh U. S. Cavalry, has been detailed to proceed at Saint Mary's Mission, Kansas, to witness the payments to be made by the Interior Department to the Pottawatomie Indians, July 30th.

LEAVE of absence for twenty days, with permission to apply to Headquarters Military Division of the Missouri for an extension of thirty days, has been granted Brevet Colonel Daniel Huston, Jr., lieutenant-colonel Sixth U. S. Infantry.

ACTING Assistant Surgeon Wm. Craig, U. S. Army, has been relieved from duty with the Seventh U. S. Cavalry and ordered to Camp Beecher, Kansas, relieving Acting Assistant Surgeon T. B. Chase, U. S. Army, who is ordered to Fort Harker, Kansas.

BREVET Lieutenant-Colonel Robert H. Barnard, captain Nineteenth Infantry, was relieved July 26th, as a member of the general court-martial, instituted by Special Orders No. 117, current series, from Headquarters Department of Louisiana.

DURING the temporary absence on duty of Brevet Lieutenant-Colonel T. B. Hunt, captain and assistant quartermaster U. S. Army, depot quartermaster, Austin, Texas, Brevet Major George E. Alden, captain and assistant quartermaster U. S. Army, is assigned to the charge of the depot.

MAJOR W. R. Gibson, Pay Department, brevet lieutenant-colonel U. S. Army, is announced as chief paymaster of the Department of the Columbia, relieving Major Simeon Francis, paymaster U. S. Army (retired). Major Francis will remain on duty until he shall have completed the payments up to the 31st of July.

LEAVE of absence for twenty days, with permission to apply to Headquarters Military Division of the South for an extension of ten days, was granted First Lieutenant Oliver Wetmore, Nineteenth Infantry, July 26th; and leave of absence for twenty days with permission to apply for an extension of thirty days, to Brevet Major Andrew Geddes, first lieutenant and adjutant Twenty-fifth Infantry.

A MILITARY Commission was ordered to convene at Jefferson, Texas, July 20th. Detail for the commission: Brevet Colonel Joseph Conrad, captain Eleventh U. S. Infantry; Captain Lemuel Pettie, U. S. Army; First Lieutenant Robert G. Heiner, U. S. Army; Brevet Captain Jacob Wagner, first lieutenant U. S. Army; First Lieutenant Edward P. Colby, Eleventh U. S. Infantry. Brevet Captain Benjamin D. Boswell, second lieutenant Eleventh U. S. Infantry, judge-advocate.

A GENERAL Court-martial was appointed to meet at Jefferson Barracks, Missouri, July 28th. Detail for the Court: Brevet Lieutenant-Colonel P. C. Hains, captain Corps of Engineers; First Lieutenant James B. Quinn, Corps of Engineers; Second Lieutenant Joseph C. Clifford, Ordnance Department; Second Lieutenant John Pitman, Jr., Ordnance Department; Second Lieutenant Richard L. Hoxie, Corps of Engineers. Judge-Advocate, Brevet Second Lieutenant Joseph H. Willard, Corps of Engineers.

A MILITARY Commission was ordered to convene at Bryan, Texas, on August 2d. Detail for the Commission: Brevet Major-General Alvan C. Gillem, colonel Eleventh U. S. Infantry; Brevet Major Thomas H. Norton, captain Eleventh U. S. Infantry; Brevet Major Edwin E. Sellers, captain Tenth U. S. Infantry; First Lieutenant John B. Guthrie, Eleventh U. S. Infantry; Second Lieutenant Leon A. Matile, Eleventh U. S. Infantry. Captain Wm. F. Smith, assistant surgeon, U. S. Army, judge-advocate.

A GENERAL Court-martial has been appointed to meet at Fort Selden, New Mexico, August 16th. Detail for the Court: Captain Gerald Russell, Third U. S. Cavalry; Captain Alexander Sutorius, Third U. S. Cavalry; First Lieutenant Law. L. O'Connor, Third U. S. Cavalry; Assistant Surgeon Charles Styer, U. S. Army; First

Lieutenant Henry Ayres, Third U. S. Cavalry; Second Lieutenant Oscar Elting, Third U. S. Cavalry; Second Lieutenant A. Sidney Smith, Third U. S. Cavalry. Second Lieutenant John C. Graham, Third U. S. Cavalry, judge-advocate.

A GENERAL Court-martial has been appointed to meet at Fort Arbuckle, Indian Territory, August 10th. Detail for the Court: Brevet Lieutenant-Colonel Orlando H. Moore, captain Sixth U. S. Infantry; Brevet Colonel William W. Sanders, captain Sixth U. S. Infantry; Captain J. W. Powell, Jr., Sixth U. S. Infantry; Brevet Major John W. Brewer, assistant surgeon U. S. Army; First Lieutenant Michael J. Hogarty, Sixth U. S. Infantry; First Lieutenant George P. Sherwood, Sixth U. S. Infantry; Second Lieutenant Alexander M. Wetherill, Sixth U. S. Infantry. First Lieutenant Russell H. Day, Sixth U. S. Infantry, judge-advocate.

A GENERAL Court-martial is appointed to meet at Fort Smith, Arkansas. Detail for the Court: Brevet Major John J. Upham, captain Sixth U. S. Infantry; Brevet Major Daniel D. Lynn, captain Sixth U. S. Infantry; Captain J. P. Schindel, Sixth U. S. Infantry; First Lieutenant Daniel H. Murdock, Sixth U. S. Infantry; First Lieutenant Richard W. Ross, Sixth U. S. Infantry; Second Lieutenant Nelson Bronson, Sixth U. S. Infantry; Second Lieutenant Richard E. Thompson, Sixth U. S. Infantry. First Lieutenant George T. Cook, Sixth U. S. Infantry, judge-advocate.

A GENERAL Court-martial was appointed to meet at Fort Riley, Kansas, August 2d. Detail for the Court: Brevet Brigadier-General Wm. M. Graham, captain First U. S. Artillery; Brevet Major George M. Sternberg, assistant surgeon U. S. A.; Captain Joseph G. Ramsay, Second U. S. Artillery; Brevet Captain Henry Meinel, first lieutenant Third U. S. Artillery; Brevet Captain Arthur Morris, first lieutenant Fourth U. S. Artillery; Brevet Captain Henry C. Dodge, first lieutenant Second U. S. Artillery; Second Lieutenant Peter Leary, Jr., Fourth U. S. Artillery. Second Lieutenant Robert M. Rogers, Second U. S. Artillery, judge-advocate.

ARMY GAZETTE.

THE NEW FOURTEENTH INFANTRY.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
LOUISVILLE, KY., July 22, 1869.

General Orders No. 32.

EXTRACT.

I. The consolidation of the Fourteenth and Forty-fifth regiments of Infantry into a new regiment, the Fourteenth Infantry, as ordered by extract 19, of paragraph 1, General Orders No. 17, current series, from Headquarters of the Army, will be effected as follows:

ENLISTED MEN.

Companies A, Fourteenth Infantry, and G, Forty-fifth Infantry, to constitute Company A, Fourteenth Infantry, to take post at Humboldt, Tenn.
Companies B, Fourteenth Infantry, and A, Forty-fifth Infantry, and the detachment of the Fourteenth Infantry now at Chattanooga, to constitute Company B, Fourteenth Infantry, to take post at Chattanooga, Tenn.
Companies F, Fourteenth Infantry, and C, Forty-fifth Infantry, to constitute Company C, Fourteenth Infantry, to take post at Ash Barracks, Nashville, Tenn.
Company D, Fourteenth Infantry, and the detachment of the Fourteenth Infantry, and unassigned recruits now at Nashville, Tenn., to constitute Company D, Fourteenth Infantry, to take post at Ash Barracks, Nashville, Tenn.
Companies E, Fourteenth Infantry, and D, Forty-fifth Infantry, to constitute Company E, Fourteenth Infantry, to take post at Jeffersonville, Ind.
Companies K, Fourteenth Infantry, and F, Forty-fifth Infantry, to constitute Company F, Fourteenth Infantry, to take post at Taylor Barracks, Louisville, Ky.
Companies G, Fourteenth Infantry, and H, Forty-fifth Infantry, to constitute Company G, Fourteenth Infantry, to take post at Ash Barracks, Nashville, Tenn.
Companies J, Fourteenth Infantry, and B, Forty-fifth Infantry, to constitute Company H, Fourteenth Infantry, to take post at Taylor Barracks, Louisville, Ky.
Company I, Fourteenth Infantry, and the detachments of the Fourteenth Infantry now at Lebanon, Ky., and Stanford, Ky., to constitute Company I, Fourteenth Infantry, to take post at Lebanon, Ky.
Companies H, Fourteenth Infantry, and E, Forty-fifth Infantry, to constitute Company K, Fourteenth Infantry. On the arrival of (old) Company H, Fourteenth Infantry, a post will be assigned this Company (K, Fourteenth Infantry).

COMPANY OFFICERS.

Company A—Captain Aug. H. Bainbridge, First Lieutenant James K. Warden, Second Lieutenant (vacancy).
Company B—Captain Guido Iges, First Lieutenant Wm. W. Rogers, Second Lieutenant Charles A. Johnson.
Company C—Captain Daniel W. Burke, First Lieutenant Richard C. Du Bois, Second Lieutenant John Murphy.
Company D—Captain J. H. Vandervelde, First Lieutenant Thos. F. Tobey, Second Lieutenant Patrick Haason.
Company E—Captain Fred. E. Trotter, First Lieutenant Levi H. Robinson, Second Lieutenant (vacancy).
Company F—Captain Frank B. Hamilton, First Lieutenant C. H. Frederick, Second Lieutenant S. J. Garney.
Company G—Captain David Krause, First Lieutenant Andrew Mahony, Second Lieutenant (vacancy).
Company H—Captain C. G. Freudenberg, First Lieutenant J. E. Quentin, Second Lieutenant Samuel Purdy, Jr.
Company I—Captain G. W. Davis, First Lieutenant Samuel McConihe, Second Lieutenant James A. Buchanan.
Company K—Captain G. S. Carpenter, First Lieutenant Charles B. Western, Second Lieutenant (vacancy).

The companies of the (old) Fourteenth Infantry, now at Taylor Barracks, will proceed without delay to the posts assigned them in the new organization.

The part of Company K, Fourteenth Infantry (late E, Forty-fifth Infantry), now at Union, W. Va., will remain there.

The part of Company B, Fourteenth Infantry (late A, Forty-fifth Infantry, and detachment Fourteenth Infantry), now at Chattanooga, Tenn., will remain at that post under the command of the senior officer of the company present.

The colonel of the Fourteenth Infantry will take post and establish the regimental headquarters at Ash Barracks, Nashville, Tenn.

The lieutenant-colonel will take post at Taylor Barracks, Louisville, Ky.

The major will take post at Chattanooga, Tenn.

The colonel of the Fourteenth Infantry will select from the non-commissioned staff of the Fourteenth and Forty-fifth Infantry those to be retained in the regiment, and will discharge the supernumeraries.

II. The following assignments of officers are made:

1. First Lieutenant John Drum, late Fourteenth Infantry, to court-martial duty; he will report to the department commander.
2. First Lieutenant John F. Clegghorn, late Forty-fifth Infantry, to report in person to the commanding officer of Taylor Barracks, Louisville, Ky., for duty as acting assistant quartermaster and acting commissary of subsistence at that post.

3. First Lieutenant Frederick C. Nichols, late Fourteenth Infantry, to report in person to the commanding officer at Humboldt, Tenn., for duty as acting assistant quartermaster and acting commissary of subsistence at that post.

4. Second Lieutenant D. H. McComas, late Forty-fifth Infantry, to report in person to the commanding officer at Lebanon, Ky.,

for duty as acting assistant quartermaster and acting commissary subsistence at that post.

III. The following named officers, left out in the consolidation, as unit for active service on account of physical disability, will repair to their homes, from the places set opposite their respective names, and report by letter to the Adjutant-General of the Army, monthly, as "swallowing orders," viz.:

Chattanooga, Tenn.—Captain Joseph W. Gelray, late Forty-fifth Infantry.

Humboldt, Tenn.—First Lieutenant Hugh D. Bowker, late Forty-fifth Infantry.

Nashville, Tenn.—First Lieutenant L. J. Whiting, late Forty-fifth Infantry.

Chattanooga, Tenn.—Second Lieutenant Michael Mangan, late Forty-fifth Infantry.

Union, W. Va.—Second Lieutenant William P. Hogarty, late Forty-fifth Infantry.

Louisville, Ky.—Second Lieutenant Robert P. Rutherford, late Forty-fifth Infantry.

Louisville, Ky.—Second Lieutenant Henry C. Johnson, late Forty-fifth Infantry.

By command of Brevet Major-General Cooke.

J. P. MARTIN,
Brevet Lieut.-Col. U. S. A., Assistant Adjutant-General.

CHANGES OF STATIONS.

The following is a list of the changes of stations of troops reported at the War Department since last report:

Company A, First Cavalry, from San Francisco, Cal., to Camp McDermitt, Nev., July 15th. Ordered.

Company I, First Cavalry, ordered to Camp Halleck, Nev., in lieu of Churchill Barracks, Nev., July 13th.

Headquarters Seventh Cavalry are now at Camp near Fort Hays, Kas.

No change in stations of headquarters or companies of artillery.

The consolidation of the Fourteenth and Forty-fifth, to form new Fourteenth Infantry, was announced July 22d. The following are the stations of the companies of the new Fourteenth Infantry: Headquarters and Companies C, D and G, at Nashville, Tenn.; Company A, at Humboldt, Tenn.; Company B, at Chattanooga, Tenn.; Company E, at Jeffersonville, Ind.; Companies F and H, at Louisville, Ky.; and Company I, at Lebanon, Ky. No station has been assigned to Company K.

Company E, Third Artillery, from Fort Marion, at Saint Augustine, Fla., to Fort Pulaski, Ga., July 23th. Ordered.

Company E, Second Infantry, from Fort Brooke, Fla., to Mobile, Ala., July 23th. Ordered.

LETTERS IN THE NEW YORK POST-OFFICE.

The following is a list of letters remaining in the New York Post office on the dates given. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead-Letter Office, Washington.

ARMY.

JULY 30TH.

Bassford, Abraham, Captain.	Hart, Jas., Captain.
Bassett, F. D., Captain.	Ingate, F., Captain.
Chase, Luther S., Captain.	Leggett, Wm., Lieutenant.
Conine, C. L., Captain.	Manning, A. F., Major.
Couths, N. A., Captain.	Miller, Captain.
Fanning, Wm., Captain.	O'Reilly, Henry, Colonel.
Farley, H. S., Major.	Scott, Jno., General.
Hawes, J. F., Lieutenant.	Thompson, H. S., Colonel.
	Van Micholiarvski, J., Captain.

AUGUST 3d.

Aspinwall, Thomas, Colonel.	Parison, W. B., Captain.
Edwards, Nelson, Captain.	Pittman, R. A. S., Captain.
Furness, H. K., Captain.	Restenroff, Clarence, Captain.
Fairman, Colonel.	Ryan, N., Captain.
Gordon, J. R., Captain.	Staples, Isaac R., Captain.
Henderson, Geo. B., Colonel.	Scott, Geo. W., General.
Judson, E. C., Colonel.	Smith, John, Captain.
	Wallace, Captain.

THE opening of a Prussian naval harbor in the North Sea has excited no little jealousy in Russia, and the newspapers of St. Petersburg express great alarm at the increasing power of their German neighbor. A remarkable article on this subject appears in the *Golos* of the 1st instant: "After seizing Kiel and the bay of Jaldie," it says, "Prussia has constructed in that bay the naval port of Heppens, and thus at once becomes a naval power and a dangerous rival to us in the Baltic. When the canal between the Baltic and the North Sea, the construction of which is already seriously contemplated at Berlin, is completed, the naval power of Prussia, which formerly only existed in the dreams of Prussian patriots, will become an accomplished fact." The *Golos*, after accusing Prussia of false dealing in her relations with Russia, proceeds: "Our commercial legislation has been such that, if the Prussian Minister of Commerce had been asked for his advice, he could not have invented anything more advantageous for Prussian interests. The sliding scale of customs tariffs which has been recently abolished, and the obstacles created by our bureaucracy, have drawn nearly all our Northern maritime commerce into Prussian harbors. The Crimean war, and the construction of the railway communication between our western provinces and Konigsberg, have made that port the headquarters of our Northern trade. Moreover, the mercantile marine of North Germany increases yearly, while merchant ships under the Russian flag are scarcely ever seen in foreign waters. If France," the *Golos* significantly adds, "does not think proper to put a stop to Prussian impetuosity, that power will in a few years absorb the whole of Germany, or, in other words, become the arbiter of Europe."

THE London *Times* throws a little cold water over the rejoicings with which the establishment of a German navy has been celebrated. The ability to build ships without limit carries a strong temptation to expenditure. Dry docks 400 or 500 feet long, and yards adapted to the construction of the largest iron-clads known to the world, may represent useful national resources; but the Germans have done very well without a fighting fleet up to this time. If they plunge into rivalry with the maritime powers of Europe, they must prepare themselves for heavy additions to that budget which even now they hardly know how to deal with. It counsels Prussia to take warning from the experience of England. Of all national works none are so costly as dockyards, none so unfathomable in the mysteries of their accounts. "To this day we cannot tell how the money goes which is voted for our navy; we only know that much of it is absorbed in exactly such establishments as that which Prussia has just created amid the rejoicings of Germany. It may be doubted if even German thrift will succeed in prevailing against dockyard expenditure. But that is a question for the new Confederacy to consider. Money they must needs spend if they choose to embark upon this new national adventure, and it will be well if they find themselves getting money's worth in return."

THE NAVY.

The Editor would be pleased to receive for this Department of the JOURNAL all facts of interest to the Navy, especially such as relate to the movements of officers or vessels.

VARIOUS NAVAL MATTERS.

THE United States steamer *Saginaw* sailed from San Francisco, for Mazatlan, July 28th.

THE United States steamer *Dacotah* arrived at Mare Island Navy-Yard July 28th, for repairs.

CAPTAIN Ammen, Chief of the Bureau of Docks and Yards, is now on a tour of inspection, and goes to Portsmouth next week.

ON the 28th July, Commodore Charles Stewart, who resides at Bordentown, N. J., was ninety-one years of age. He is still hale and hearty.

THE *Dictator* is ready for sea, and has been ordered to Key West, Florida. The *Junata* will start for the Mediterranean in about two weeks.

THE United States steamer *Tuscarora* arrived at Key West, July 28th, after a voyage of seventy-six days from Valparaiso, Chili. All on board are well.

COMMODORE John Rodgers, commandant of the Boston Navy-yard, has received orders to hold himself in readiness to command the Asiatic Squadron, and will no doubt relieve Rear-Admiral Rowan in about four months. His flag ship has not been designated.

THE wooden steamer *Tennessee* (formerly *Madawaska*) has been ordered to be prepared for sea, and will form part of the North Atlantic Squadron. In consequence of the large amount of machinery in this vessel she carries but a small battery of 8-inch Dahlgren guns.

FIRST Lieutenant F. W. Sparrell, of the United States Revenue Marine Service, who has been waiting orders for the past two months, has been ordered to duty at Ogdensburg, N. Y., as executive officer of the revenue steamer *S. P. Chase*, one of the finest cutters in the service.

SECRETARY Robeson has decided that officers of the Marine Corps serving on ship-board shall not be considered as in the enjoyment of the quarters to which they are entitled by law, and for the loss of which they are entitled to allowance.

A CIRCULAR has been issued by the Treasury Department, notifying officers of the Revenue Cutter Service, of the grade of lieutenants, that an Examination Board will be convened in Washington, in September, as to their qualifications in seamanship and navigation.

THE *Providence Gazette* reports the Government has purchased land and is fitting up a naval station at Wood's Hole, Rhode Island, at an expense of about \$16,000. A wharf 395 feet in length is completed. There are to be three or four buildings, and the whole is to be inclosed by a substantial fence.

A COURT of Inquiry will convene at the Portsmouth Navy-yard on the 3d of August, to investigate the charges of cruelty to seamen, brought against Lieutenant Commander H. B. Seely, of the *Paivnee*. The court will be composed of Captain John Guest and Commanders W. G. Temple, Clarke H. Wells, and E. G. McConley.

THE *Alaska*, a new ship built at the Navy-yard, Boston, is fitting out; also the *Worcester* (formerly *Manitou*), a new ship, and the steam frigate *Wabash*. The *Shenandoah*, recently returned from a three years' cruise in the East Indies, and the *Ticonderoga*, returned from the European Squadron, are repairing. The ship *Supply* recently received orders to fit out, and will go into dock as soon as the iron-clad *Terror* (formerly *Agamenticus*) comes out. Most of the steam vessels are undergoing a change to ship-rig, so as to avail themselves of the wind when they can, and save coal. Under the Department of Construction and Repairs from 800 to 900 men are now employed.

THE City Treasurer of New Bedford sends to the editors of the New Bedford *Mercury* a notice that was received with a note from a United States Paymaster, New York; of which letter the following is a copy:

"KIND SIR: By the time that you receive this, I will be no more. And I request of you, as a last favor, that you will advertise my death in the New Bedford and Providence papers, in order to give my son notice, that he may receive from the Government the amount of money due to me, which is the last request of your repentant friend,
JAMES WILSON, SEN."

On the envelope is the following indorsement:
"From U. S. steamer 'Paivnee,' ship letter." The letter has no date.

A NAVAL Court-martial convened at the Navy-yard, Brooklyn, N. Y., on the 5th inst., for the trial of Robert D. Bogart, late paymaster's clerk on board of the U. S. ship *Vermont*, charged with absconding with government funds to the amount of \$30,000 or \$40,000, and with fraud in keeping his accounts. The Court is composed of the following named officers: Captain John J. Almy, president; Paymaster John D. Gibson; Commander R. W. Shufeldt; Commander A. E. K. Benham; Lieutenant-Commander Chester Hatfield; Lieutenant-Commander Charles D. Sigsby; Paymaster Wm. W. Williams, members. Paymaster Garrett R. Barry, judge-advocate.

THE *Pall Mall Gazette* says that the extraordinary rapidity with which iron-clad after iron-clad has been built and launched in the Prussian ports, and the scarcely disguised pretensions of the Prussian government to the supremacy of the Baltic sea, have created no little jealousy and anxiety in Russia. Last year, at the suggestion of Count Bismarck, the Prussian and Russian fleets cruised and manoeuvred together during the summer months; but a proposal to renew the exercises this year has been met at St. Petersburg with an unqualified refusal. This incident has caused much sensation in Russian naval circles, the general impression being that

the government is aware of the superiority of the Prussian navy, and unwilling to let their fleet serve as a foil to that of their active and enterprising neighbors.

SEVERAL English naval officers, men of science, and friends of the late Sir James C. Ross, have published an appeal for funds to erect some suitable national memorial in honor of his achievements. Sir James C. Ross, it will be remembered, served in every Arctic expedition under Sir Edward Parry and his uncle, Sir John Ross, and altogether he passed nine winters and sixteen summers in the Arctic regions. Among his great achievements he planted the British flag over the position of the North Magnetic Pole, whilst serving with Sir John Ross in the expedition to Felix Boothia; and attained the highest latitude in both hemispheres ever reached by man—in the North when he served with Parry, and in the South when he commanded the Antarctic expedition.

THE council of the Institution of Naval Architects of London, the importance of which is now so far recognized by the British Government as to command an annual grant from the public funds, are desirous of receiving special information on the following heads in time for their next annual meeting: 1. Composite ship-building. 2. Economy of fuel. 3. The application of steel in lieu of iron to shipbuilding. 4. Iron and steel masts and yards. Practical men in possession of new facts or interesting results relating to any of the foregoing subjects, are invited to embody them in papers to be read before the Institution, or to forward any results which may have come to their knowledge, to the Secretary, at No. 9 Adelphi Terrace, London. It is not said whether information is desired from abroad, but we suppose it would not be unwelcome.

REAR-ADMIRAL Rowan, under date of June 1st, at Nagasaki, reports the distribution of the vessels of the Asiatic Squadron: *Piscataqua* left Shanghai May 15th, and arrived at Nagasaki the 20th, where she was at date of report; *Idaho* at Nagasaki, *Oncida* at Nagasaki, *Monocacy* at Yokohama, *Iroquois* at Nagasaki, *Ashuelot* at Nagasaki, *Aroostook* at Hakodadi, *Maumee* at Nagasaki, *Unadilla* at Hong Kong. Later advices to June 26th, report that the *Maumee* put into Shanghai June 8th, on her way from Nagasaki to Foochow, in order to have some repairs made to her boiler. She left again on June 16th, via Ningpo. The *Oncida* was at Hakodadi; *Piscataqua*, flagship, at Yokohama. The *Aroostook* was overdue at Nagasaki from Hakodadi, but the disturbances in that quarter had doubtless detained her. The *Iroquois* was under orders to proceed to Hakodadi. It is reported that both the United States steamers *Unadilla* and *Maumee* have been condemned, and after undergoing some necessary repairs for the intended voyage, will be sent over to California and sold.

COMMANDER E. P. Williams, commanding the United States steamer *Oncida*, reports from Hakodadi, June 22, 1869, as follows: On the morning of the 20th instant, at daylight, the Mikado's fleet moved in and attacked the ships and fortifications of the Northern party, under Enomotto. After engaging 26 hours, they had taken possession of the town, and destroyed the *Eagle* and *Emperor*, belonging to the Northern party, having one of their own vessels, the *Don Juan*, blown up by a shell that entered her magazine. On the 21st instant I communicated with the Admiral of the Mikado, and was informed that the situation was as follows: The forces of Enomotto have possession of Kamida fort (situated on a creek of that name) and a line of earthworks extending across the peninsula to what is called the sand-hills. They have also possession of Fort Benter. As near as I can ascertain, Enomotto has about three thousand men, and the Mikado eight thousand. The earthworks and forts are now invested and batteries are being thrown up preparatory to a regular siege of all the works held by Enomotto's party. I am unable to say when they will be taken, as I am not aware of how much ammunition or provisions the invested party have.

A BOARD of Examiners, convened by the Secretary of the Treasury, has been engaged in examining bids offered for the construction of one first class propeller, one second class large side-wheel steamer, and two third class side-wheel steamers, for the revenue service. The New England bidders were as follows: George W. Lawrence, Portland, Me., propeller, \$126,000; Toby & Littlefield, Portsmouth, N. H., propeller, \$129,700; second class, \$129,350; third class, \$95,300 each; P. E. Dolliver, Boston, propeller, \$106,500; John A. McPhail, Boston, second class, \$85,000; John J. Curtis, Boston, propeller, \$135,000; second class, \$115,000; third class, \$80,000 for one or \$158,000 for both; Hall & McPherson, East Boston, propeller, \$132,400; second class \$117,900; both of third class, \$174,800. There were nineteen bids in all, the lowest for the four vessels (\$266,000) exceeding by \$34,000 the sum appropriated by Congress for the construction of the vessels. The Board of Examiners will recommend to the Secretary of the Treasury a modification of the plans in order to bring the expense within the appropriation; and until this is acted upon, there can be no award made on the bids received.

CONSIDERABLE activity prevails in the Washington Navy-yard at this time, and it is expected that in a few days a further increase in the number of employes will take place. A large force of painters are busily engaged in painting the two ship-houses of the yard, and have nearly finished their labors, the result of which is a handsome improvement. The old paint-shop in the north-western corner of the yard is now being fitted up for the purpose of an ordnance "museum," in which will be displayed every variety of projectiles, fire-arms, swords, cutlasses, etc., used in the Navy. Six colored caulkers employed in repairing the steamer *Nipsic*, are the first colored workmen in this branch of mechanics ever employed in the yard. The *Nipsic* is to be thoroughly repaired, and is to receive a new propeller. A propeller cast in the moulding shop for the steamer *Cambridge*, now being repaired at the Philadelphia Navy-yard, has just been shipped to that place. This propeller is of the French pattern, with double blades

on the hub, instead of single as now used. A permanent room for the holding of naval courts-martial has been set apart in the building used as the office of General Stratton, civil engineer of the yard. The joiners' department has been for some time past engaged in making suitable furniture for the room.

ADVICES from Yokohama, Japan, to June 26th, report that Commander Richard L. Law has been detached from the *Ashuelot* to command the *Iroquois*; Lieutenant Commander A. T. Mahan, detached from the *Iroquois* to command the *Aroostook*; Lieutenant-Commander Bradford, detached from the *Aroostook* to command the *Ashuelot*; Ensign M. Bolles, detached from the *Oncida* and ordered to the *Ashuelot*; Commander B. B. Taylor has reported to the Admiral for command of the *Idaho*; Fleet Paymaster-Cutter has been ordered to close accounts from the United States flagship *Piscataqua*, detached from same and ordered to report at Washington for duty as Chief of Bureau of Provisions and Clothing. Paymaster Gilman relieves Cutter. A court-martial convened on the 2d instant on board the *Idaho*, to try Second Assistant Engineer S. H. Magee, upon charges preferred by Lieutenant-Commander Cushing, of the *Maumee*. The accused entered a plea of bar to the trial proceeding, as he had been punished already for the faults with which he was charged. The court was in session four days and sent their deliberations to the Admiral, who then dissolved the court, restored Magee to duty, detached him from the *Maumee* and ordered him to take passage per Pacific Mail steamship for New York. The following acting engineers are all ordered home: First Assistant W. M. Rodes, of the *Maumee*; Second Assistant C. M. Burchard, of the *Iroquois*; Second Assistant C. W. Clift and Third Assistant J. H. Bleakie, of the *Unadilla*; Second Assistant J. H. Hutton and Third Assistant H. C. Barrows, of the *Aroostook*; Third Assistant E. G. Allen, of the *Monocacy*; F. M. Kennedy and A. D. Ratcliffe, of the *Ashuelot*. Lieutenant Commander A. R. Yates, commanding *Unadilla*, has also been ordered home by the department. Second Assistant Engineer John Miller, detached from the *Unadilla* and ordered to the *Piscataqua*. Lieutenant Commander Ed. C. Hooker, detached from the *Idaho*, to command the *Unadilla*. Acting Past Assistant Surgeon S. B. Boyer, detached from the *Iroquois* and ordered to the *Ashuelot* to relieve Past Assistant Surgeon C. H. White, who is ordered home.

ACCORDING to a communication from Trieste addressed to the *Neue Freie Presse*, the Austrian government is about to make strenuous efforts to render the Austrian navy more efficient. "The great ship-building establishments, San Marco, and San Rocco," says the correspondent of the Viennese journal, "have been invited to furnish estimates for constructing two iron-clads, to be called the *Archduke Albert* and the *Custoza*. The *Radecky* is to be replaced by a wooden screw frigate bearing the same name, of 500 horse-power and 12 heavy cannon; and the 400 horse-power machine of the condemned *Schwarzenberg* is to be transferred to a new screw corvette, which is to mount 6 guns." The two new iron-clads, according to the writer, are to be built on an original plan suggested by Admiral Tegethoff, and based on observations made by him at the battle of Lissa. They are to be casemated ships of the line, admirably adapted for ramming, and although of 6,000 and 7,000 tons burden respectively, and covered with 9 inch armor, we are told they will not have the enormous dimensions of the English ships, and are therefore expected to manoeuvre with much greater facility. The largest of these vessels, the *Custoza*, is to be built on the mixed system of wood and iron, but the *Albert* will be entirely of the latter material. The time at which these ships are to be ready is not yet fixed.

LIEUTENANT-COMMANDER Bradford, commanding U. S. steamer *Aroostook*, off Hakodadi, Japan, reports under date of June 11, 1869, as follows: "Upon my arrival I learned that an engagement had taken place on the morning of the 6th of May, between several of Enomotto Kamodiro's vessels, (*Eagle*, *Ashuelot*, and *Emperor*), and the Mikado's fleet (*Stonevall* and six others), which latter were at anchor in Miyacko Bay, about 50 miles south of N.E. Cape, on the east side of the Island of Nippon. The former were repulsed with great loss, after making two unsuccessful attempts to board or sink the *Stonevall*, and it is reported that the *Ashuelot* was captured and destroyed. The *Eagle* and *Emperor* returned to Hakodadi. I proceeded to Awomori Bay, and found the Mikado's fleet, consisting of the *Stonevall*, *Don Juan*, *Sheeshee-Mar*, *Khang-no-Kami*, *Kiang-soo*, and *Promise* at anchor near Is-siki. I anchored near them. The next morning (19th), at about 9 A. M., the entire fleet got under weigh, and stood to the westward. I remained at anchor, and about 4 P. M., stood across the Straits and anchored off Kikonai, between Capes Tsinka and Saraki, where I remained until the 28th, during which time the Mikado's fleet made its appearance from the westward several times, steaming toward Hakodadi, but after dark, were seen steaming to the westward again. On the 26th and 27th, heavy firing was heard over the land to the westward, and I ascertained from junks which came from that direction, that the Mikado's forces had taken Matsima, on the 24th ultimo, after an engagement of six hours. On the morning of the 30th ultimo, the entire fleet hove in sight again from around Tsinki, and steamed towards Hakodadi Head, forming line of battle, and then sent down yards, etc. The *Eagle* and *Emperor*, which vessels had been cruising outside of Hakodadi during the forenoon, steamed into the inner harbor, and the Mikado's fleet returned to the westward of Cape Tsinki. During the night the *Emperor* communicated and I was informed by them that the light vessel in Hakodadi Harbor had been moved, and as hawsers had been stretched across the harbor and torpedoes placed, it would not be safe for vessels to go into the inner harbor; they also said, the sides of the *Eagle* were protected by chain-cables and the heaviest guns mounted on board of her, and appeared quite confident of holding Hakodadi. May 31st—at anchor off Kikonai; during the afternoon the Mikado's fleet hove in sight about the middle of the Straits; the *Eagle* and *Emperor* came out of the harbor,

and steamed along the land by Mussell Point, evidently covering their troops, which were retreating to Mohedzia along the beach. As soon as they were discovered, the *Stonevall* and entire fleet gave chase; the *Kiang-soo*, a large double smoke-stack steamer, took the lead, the *Eagle* and *Emperor* making the best of their way into Hakodadi. The *Kiang-soo* gained very fast, and opened fire, which was returned; but they succeeded in getting under their batteries and fort, when the chase was abandoned, and the fleet were seen during the night laying off and on, but at daylight were not in sight. June 1st—several Yakuins of the Midado's came on board from Kikonai, and reported that their army was in possession of the coast up to that point, having beaten Orieno Enomoto's forces in every engagement, and that they should soon make the attack upon Hakodadi, as they expected to make a junction with the main division of their army, at Ohono, a village about six miles inland from Hakodadi. They said the entire force, amounting to about 10,000 men, had been landed at Kaminakati and Cape Jeramento, near Cape Rodgers on the west coast the main division marching directly across to Ohono, and eight companies along the coast, taking the towns along the sea-coast. On the afternoon of the 2d of June, the fleet hove in sight again, and stood in for an anchorage off Cape Saraki, where they appeared to be covering the movements of their troops on shore. On the 4th of June, at 6 A. M., the Mikado's fleet (*Stonevall* and five others), got under weigh and steamed into the outer harbor of Hakodadi, passing quite close to Mohedzia; the *Stonevall* taking the lead, and all vessels shelling the beach and small villages, until they arrived off Maikawa, in the light of the bay, when they were opened upon by the fort, water batteries, *Eagle* and *Emperor*. They returned the fire very deliberately, keeping out of range when it was possible, the greater part of the firing being directed toward the bottom of the bay. At meridian they withdrew, and at 1:30 P. M., the firing was commenced again, the *Stonevall* and *Don Juan* (bark-rigged steamers) went in much closer than during the forenoon. The *Eagle* and *Emperor* kept under weigh, and as the fleet advanced, they retired, until they were closer to the town of Hakodadi, inside the spit, and some of the shot directed at them took effect in the town, killing a number of Japanese and destroying houses. At about 4 P. M., the Mikado's fleet withdrew from the harbor, and anchored to the westward of Cape Saraki about twelve miles to the westward of Hakodaki. The damage was very slight on either side; the *Eagle* was hit three times, and had a few people injured. Of the fleet, the *Stonevall* was struck several times, but without inflicting damage, the *Don Juan* had a gun dismounted and two people wounded.

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

JULY 28.—Lieutenant-Commander J. H. Sands, to duty at the Naval Observatory, Washington, D. C.
Surgeon A. A. Henderson, to duty at the Navy-yard, Boston, on the 1st of October next.
JULY 29.—Lieutenant-Commander N. H. Farquhar, to hold himself in readiness for duty on board the U. S. steamer *Severn*.
JULY 31.—Commander Wm. D. Whiting, to duty as assistant navigation officer at the Navy-yard, New York.
Master George B. Livingston, to the Pacific Fleet on the 22d of August.
Ensign Wm. H. Webb, to Washington, D. C., for examination for promotion.
Paymaster E. C. Doran, to the receiving ship *Independence*.
August 3.—Captain R. N. Stembel, to hold himself in readiness for the command of the Naval Rendezvous, Boston.

DETACHED.

JULY 27.—Captain J. C. Feibiger, from ordnance duty at the Navy-yard, Washington, and granted leave of absence.
Master J. J. Brice, from the *Quinnebaug*, and ordered to return to the United States.
JULY 23.—Surgeon Wm. Johnson, Jr., from the Navy-yard, Boston, on the 1st of October next, and placed on waiting orders.
JULY 29.—Chief Engineer John W. Moore, from duty as member of a board, and ordered to duty at the Navy-yard, Portsmouth, N. H.
Chief Engineer Edward D. Robie, from duty as member of a board, and ordered to duty as inspector of machinery afloat at the Navy-yard, Boston.
JULY 31.—Paymaster F. C. Cosby, from the *Independence*, and ordered to settle his accounts.
Paymaster C. J. Emery, from duty at Hong Kong, China, and ordered to settle his accounts.
August 3.—First Assistant Engineer Geo. W. Melville, from duty as assistant inspector of machinery at the Navy-yard, Norfolk, and ordered to the *Lancaster*.
First Assistant Engineer G. M. L. Maccarty, from the *Lancaster*, and ordered to duty as assistant inspector of machinery afloat at the Navy-yard, Norfolk, Va.

RESIGNATIONS ACCEPTED.

JULY 28.—First Assistant Engineer F. O. Smith, Jr.
Second Assistant Engineer H. W. Phillips.

APPOINTED.

JULY 31.—Wm. Winchester, an acting boatswain in the Navy.

ORDERS REVOKED.

August 3.—The orders of Second Assistant Engineer J. M. Clark, to steam tug duty at the Navy-yard, Norfolk, Va.

LIST OF DEATHS

In the Navy of the United States, which have been reported to the Chief of the Bureau of Medicine and Surgery for the week ending July 31, 1869:

Abram Armstrong, seaman, July 16th, Naval Hospital, Pensacola.
Frederick W. Moores, master, July 22d, Naval Hospital, Chelsea.
John Bosman, seaman, July 10th, U. S. ship *Guard*, at Villefranche, France.
Henry Quenlin, July 15th, U. S. steamer *Pensacola*, Mare Island, Cal.

CHANGES IN THE MARINE CORPS.

The following are the changes in the officers of the Marine Corps since last memoranda, viz.:

Lieutenant-Colonel James Etelin (retired list) died July 13, 1869, at his residence, Piccataway, Prince George's County, Md.
Major Thomas Y. Field.—On July 3, 1869, granted leave of absence for one month from July 13, 1869 (from Norfolk, Va.).
First Lieutenant Wm. S. Musc.—On July 12, 1869, ordered to be detached from the Headquarters Barracks, and to proceed by July 15, 1869, to Annapolis, Md., and report to the commanding marine officer for duty at that station.
Second Lieutenant Frank A. Mullany.—On July 7, 1869, ordered to be detached from the Boston, Mass., Station, and to report to the commandant of the Navy-yard for duty on board the receiving ship *Ohio*, at that place.

Second Lieutenant Samuel K. Allen.—On July 12, 1869, ordered to be detached from the Headquarters Barracks, and to proceed to Annapolis, Md., and report to the commanding marine officer for duty at that station.

Major David M. Cohen.—On July 10, 1869, ordered to proceed to Pensacola, Fla., and report to the commandant of the Navy-yard as the officer detailed to command the marines at that station.

Second Lieutenant Albert H. O'Brien.—On July 12, 1869, ordered to be detached from the Headquarters Barracks, and to proceed to Annapolis, Md., and report to the commanding marine officer for duty at that station.

Captain James Forney.—On July 7, 1869, granted leave of absence for two weeks from July 9, 1869 (from the Philadelphia, Pa., Station).

First Lieutenant Robert L. Meade.—On July 19, 1869, granted leave of absence for one month from August 1, 1869 (from the Philadelphia, Pa., Station).

Lieutenant-Colonel Charles G. McCawley.—On July 14, 1869, granted leave of absence for three weeks from August 3, 1869 (from the Boston, Mass., Station).

First Lieutenant James M. T. Young.—On July 20, 1869, ordered to be detached from the Portsmouth, N. H., Station, and to proceed to Washington, D. C., and report to the commanding marine officer at the Headquarters Barracks for duty.

Captain John Schermerhorn.—On July 17, 1869, granted leave of absence for one month (from the Portsmouth, N. H., Station).

FOREIGN ITEMS.

REAR-ADMIRAL de Cornuliere-Luciniere has just embarked at Marseilles on board the *Peluse* for Japan, where he is to assume command of the naval station.

By a decision of the Emperor, Rear-Admiral Dieudonne is appointed to the command of the iron-clad squadron assembled at Cherbourg, in the room of Rear-Admiral de Dompierre d'Hornoy, whose period of service has expired. The retiring officer is raised to the dignity of Grand Cross in the Legion of Honor.

DURING the first quarter of this year the average daily progress made with the Mont Cenis Tunnel was 12 feet 11½ inches. Should this rate of progress be maintained the tunnel might be carried through by February 20, 1871. It is not improbable, however, that some difficulties will shortly be experienced in dealing with the water met with in tunnelling on the Bardonnèche side, as in consequence of an approaching alteration in the gradient, the water will no longer drain away by gravitation. This circumstance will, it is feared, delay to some extent the progress of the works.

THE Paris *Figaro* relates an anecdote of Mouravieff when in command of a camp. It seems that his candles were disappearing with fearful rapidity, so that a watch was set, and thirteen Cossacks were caught *flagrante delicto*. When night fell the robbers were placed, stark naked, in front of the General's tent, each with a lighted candle between his teeth, the head being thrown well back. By the glare of these extemporized lamps Mouravieff and his staff indulged in hot grog, and the general camp, pioneers and all, were permitted to enjoy the spectacle and chaff the Cossacks, who were thoroughly cured of their tallow mania by the time the candles had burned down to the socket.

THE London *Athenæum* describes some interesting experiments with gun-cotton at the Woolwich arsenal. A palisade was built of oak timbers a foot thick, firmly fixed in the ground, and supported in the rear by strong trusses. Disks of gun-cotton were placed along the face of the palisade, about a foot above the ground, and were fired by a battery in the usual way. The palisade was blown away amidst a deafening report, as if the massive timbers offered no more resistance on one side of the gun-cotton than the atmosphere on the other. The disks require no fixing; merely laying on is sufficient. Solid blocks of iron and stone can be shivered into fragments by firing a disk laid on the top.

THE Nord, speaking of the Emperor Napoleon's visit to the camp of Chalons, observes: "His Majesty's principal object is to examine the new military theory about to be put into practice. The platoon and battalion drill are to be modified; the deep order is in general suppressed, and the thickness of the ranks will be sacrificed to their greater extent. The line of battle may thus become of greater length, and the attacks may be much more divided. Engagements would then take place over a larger space of ground, and the action of the cavalry, especially the heavy, be considerably restricted. All those changes, which are as yet only in a state of project, are the result of the adoption of the new armament."

THE Abyssinian war, it has now been ascertained, caused the enormous expenditure of \$43,875,000, or \$10,000,000 over the original rough estimate, and \$7,000,000 in excess of the second corrected estimates. A great part of this sum was absolutely wasted, and many scandalous transactions have been reported. Ships lay for many months at so much demurrage a day, and their cargoes were at last sold for the benefit of the owners of the vessels, not being required for the army. Mules in large numbers were sold for a trifle at Suez, having been bought at an enormous price in remote markets, and women were brought from Bombay to grind corn, who never did any work at all. In answer to this, the Secretary of War says that the English government was suddenly called upon to provide for 40,000 men and 30,000 animals, and that war is always exceedingly wasteful.

THE London *Engineer* of July 16th, says that "last Saturday afternoon a trial of the new Colt system of breech-loading revolvers took place at the Crystal Palace." The results of the trial it does not give, but proceeds to describe the weapon with diagrams, and concludes by saying: "We have not seen the new system thoroughly tried, and therefore we cannot express an opinion as to its success, but at present we are not inclined to think that it is the most simple contrivance that could have been suggested." The *Army and Navy Gazette*, however, speaks more favorably of the revolver, and says of the trial: "The trial which took place on Saturday proved highly satisfactory not only as regards the practical value of the improvements that have been made, but also as to their non-interference in the slightest degree with the other good qualities of the original revolver, such as length of range, accuracy of fire, and penetrating power."

THE Swiss Army is about to undergo some extensive modification, proposed by the Federal Council. The organization of this force is at present in accordance with the constitution of 1848, and the law of 1850. The Federal troops formed of contingents from the cantons, are composed of able-bodied men, supplied in the proportion of 3 per cent. of the population, and of the reserve. In case of danger the Confederation can also dispose of the second reserve (Landwehr), which includes the other military forces of the cantons. Every Swiss is obliged to serve from the age of 20 to 44. Since 1853, the duration of the service in the Federal corps has been fixed at eight years for the infantry, and 12 at least for the special arms. The Landwehr is composed of men who have left the Federal reserve. They remain in that category until they have completed their 44th year. By the last census, the inhabitants of Switzerland numbered 2,510,494, of whom 2,395,583, are Swiss citizens, and the effective of the Army, including all classes, is 200,786 men.

THE *Pall Mall Gazette* says: "The proposed new bayonet of the British Infantry is the same as that supplied to the Irish Constabulary. It is a saw sword bayonet: that is to say, it has a sword edge and a saw back, while the point is as effective as that of an ordinary bayonet. It is of the same length as the present weapon, but the Martini-Henri rifle itself is three and a quarter inches shorter than the Snider-Enfield, and the total length of the arm as a pike, is therefore reduced by so much. The committee in recommending this saw-sword bayonet, appear to have had in view the fact that bayonets will henceforth be less frequently used than in former times as weapons of offence and defence; they desired, therefore, to substitute an instrument of more general utility. The efficiency of the weapon as a sword, as a saw, and a bayonet, was carefully tested. With the sword edge a sheep was cut up into joints, and with the saw back the shin-bone of an ox, a Norway spar 2½ inches in diameter, another of 3½ inches, and a 3-inch balk of very tough dry elm was sawn through. The weapon fixed to the rifle was also thrust through a dead sheep with its wool on and wrapped in a great coat; and the security of the attachment of the weapon to the rifle was tested by twisting it about inside the sheep, and by driving it six inches through a one-inch door, and allowing it to swing while sticking in the wood. Thus the soldier will have a tool as well as an effective military weapon, and one with which he can clear away wood, cut material for fascines and gabions, or he can use it, if he likes, as a knife for cutting up his rations."

L'EUROPE MALADE.

UNDER the title of "L'Europe Malade," the following article has appeared at Paris from the pen of Emile de Girardin:

Fifteen years ago, the Emperor Nicholas, in conversation one evening with the British Ambassador, Lord Seymour, used a phrase, in reference to the Turkish government, which has since been much used and abused. If it were possible for the father of Alexander II. to come among us, he would no doubt be astonished to discover that the moribund of 1854 is not dead, but is going on favorably. But if he fancied, turning his eyes from Constantinople on the different parts of Europe, he would be frightened at the morbid symptoms which appear in all the nations, and in all the governments. The "sick man" of to-day would be more than the Ottoman Empire—he would be the entire of Europe. Scarcely out of the internal crisis of the five nights, June 7-11 (the election days)—as far as France throws her eyes around her, she sees nothing on all sides but uneasiness, perturbations, political and social troubles—these are no other than the street disturbances, or mental inequities. Italy has given her parody of our recent *emeutes* with a fidelity of imitation truly remarkable. The streets of Milan have presented for many days theretofore the aspect of the Boulevard de Belleville. Turin, Naples, Bergamo, and Reggio, have also had their *emeutes* in miniature, with the same programme, the same details, and the same catastrophes. Tranquillity is re-established apparently, but, as the *Opinion* says, if the material condition should afford no cause of serious alarm, the situation, moral and political, above all, the financial situation, are of the gravest character. At Genoa, as in Paris, the journals are seized, and the journalists arrested. One day it is the *Dovere*, the morrow it is the turn of the *Gioventù Italiana*. In Italy, as elsewhere, it is believed that all is safe when they strike the press. It is from this disturber, this irritant, that they pretend all the evil comes. In England, despite the majority of thirty-three votes at the second reading of the Irish bill, it must not be imagined that all is terminated, that the cessation of the parliamentary conflict is an accomplished fact. The hostile amendments will give a new occasion, the war will recommence another form. The final result is not doubtful, but with the madness of those whom Jupiter would destroy the House of Lords makes one more step toward its downfall; the "sick man" in England is the Parliament.

Austria is also sick; her Parliament works badly; the Hungarian Diet has also her irreconcilables. Austria also suffers from the travail in which Germany is engaged, and which the King of Prussia, with his banquets and speeches, hastens to completion, and achieves the work of unity. No less laborious is the constitutional travail of Spain. There also are *emeutes*, conspiracies and arrests, and even General Prim has declared in his last speech that they will be severe, if necessary, to suppress revolts. We doubt the efficacy of such means, and we believe that cruelty—Isabella exists to prove it—has never subdued any except those who have called for its intervention. To sum up, we see among all our neighbors the *caletudinaire* of whom the Emperor Nicholas spoke. Europe appears to be nothing more than an immense infirmary; but we look vainly for the physician who ought to be able to recover it. That physician, we need hardly say, is named Liberty!

SOME NEW BOOKS.

In "Stretton," a novel by Henry Kingsley, author of "Hetty," "Geoffrey Hamlyn," "Ravenshoe," etc., fairly represents the style of conversation indulged in by the members of the better class of English country society. We are glad that our lines have fallen in pleasanter places. The expressions, "don't lie now," "old man," "old boy," and, speaking to a lady friend, "old girl," and of another young lady "old trot," are, to say the least, singular diminutives, and are not, thank heaven, characteristic of American life. We are, after reading these, quite prepared for Mr. Kingsley's statement that "over half the English nation did not sympathize" with the United States in their late struggle for existence. How could two people so widely different in their developments of civilization, sympathize with each other in anything? Many portions of the book, however, are as hearty and healthy as the breezes from the hills. Let soldiers read the following extract. Rowland Evans has received his commission as cornet in a regiment of dragoons, and arriving at the headquarters the night before the embarkation for India, the colonel takes him over to the men's quarters.

The Colonel—"Will you see your men first, or your horses?" And Rowland said "The men."

The Colonel—"I am glad of that. What I want to impress on my subalterns is, that they should know their men and should gain their confidence. We will see your troop; No. 2. Pause for a moment, Evans, before you look at these men and boys, and think."

"Give the key-note," said Rowland.

The Colonel—"I will. These men whom you are about to see will, sooner or later, be given into your charge, for life or death, for good or evil. They are ill-educated; they are recruited from the very worst class; not one of them but recruited under a cloud of debt, of despair, or of ruined love for woman; or possibly worse. Now mind, sooner or later, there will come a dim, dark hour for you and for them—an hour of disaster and retreat. And in that hour, Evans, they will cry to you for brains, for dexterity, for courage, for conduct, knowing that their lives are in your hand. Are you prepared for this responsibility? Will you undertake the government of these few?"

"I will try to learn from you, sir," said Rowland.

Besides this extract, which, we take it, will not be unappreciated by young officers, there are several valuable hints to military men in this book which will repay them for its perusal.

"Twelve Nights in a Hunter's Camp," by Barrows, is an interesting and apparently truthful narrative of the experiences of an explorer and surveyor, whose labors in the West, between the years 1836-'48, closely identified him with the earlier development of several of our States and Territories west of the Mississippi. Adventures with the Indians, accidents by flood and field, sports and dangers innumerable, are woven together into a continuous narrative, by the scenic arrangement of twelve nights in a camp. The earlier parts of the book will rivet even a child's attention, while those that relate to the surveyor's older experience will prove interesting to the most casual reader, but most so to those whose interest in their country's geography and history has been awakened by the recent Pacific Railroad success, the expedition through the cañon of the Colorado, and the revived narratives of Lewis, Clark, Pike, and other early explorers. (Boston, Lee & Shepard.)

A new edition of Thackeray's novels is in course of publication by the Messrs. Harper. Thackeray tells a pleasant story in one of his lectures, of a little daughter of his asking him "Pa, why don't you write such nice stories as Mr. Dickens?" It requires older heads than children have and a tinge of the world's cold philosophy, withal, to fully appreciate this great novelist; and yet, if to this day, he has not as many readers as Dickens, it is, we believe, largely owing to the fact that there has been no edition of his works issued in so cheap a form as to make them widely popular. The prices hitherto asked have almost prohibited Thackeray from adorning the shelves of the man of small income, and we are heartily glad that the Messrs. Harper have successfully supplied this want; we thank them, too, for having retained our old friend Thackeray's own illustrations, which, to us, have always given a zest to the reading of his novels.

Van Nostrand has just published a valuable little work entitled "Service Manual for the Instruction of Newly Appointed Commissioned Officers and the Rank and File of the Army; as compiled from Army Regulations, the Articles of War and the Customs of Service." It is by Henry D. Wallen, Brevet Brigadier-General U. S. Army, and the modesty with which his little work is offered to the public would give the impression that it was nothing more than a serviceable compilation. Twenty-nine years passed in the varied duties incident to a military life have, however, not only qualified the author to select those parts of the Army text books with which a young officer most needs to be familiar, but has enabled him to embody as original matter much that is considered the binding, though hitherto unwritten law of action based upon the customs of service. The older officer, as he reads page after page, will exclaim "I knew all this before!" Yes. But how was it learned? By the experience of mortifications, reprimands, papers returned for correction, instructions reiterated, and reli-

ance upon the advice of others. General Wallen, mindful, perhaps, of his own early trials, and still so young as to sympathize with those of his more youthful comrades, lends them a helping hand to avoid mistakes that were once considered inseparable from a start in the profession. We regret that he has not made his book more complete by inserting other information that we hope to see in a second edition; for instance, instructions relative to the making of a "return" to a writ of *habeas corpus* would not have been out of place, nor would a few rules and recipes for varying and improving the diet of the soldier, with the simple Army ration as a basis. As it stands, the General's work is a valuable contribution to the Army, and should be found in every company library.

"Three Seasons in European Vineyards" is a valuable little work by William B. Flagg, published by Harper Brothers. It treats of Vine Culture, and Vine Disease and its Cure, Wine Making, Wines, Red and White, and Wine Drinking as Affecting Health and Morals. The author considers the vine and all its kindred subjects with an apparently conscientious desire to benefit his countrymen in America. Visiting the localities made most famous by their wines, making every inquiry that his own knowledge could suggest, and sparing no pains to elicit facts of interest to the vine-grower, he has woven a narrative in which a great variety of useful information is pleasantly blended with incidents of travel. To the cultivator of the grape this book will be genuinely welcome, while the general reader will be amply repaid for its perusal in the entertainment he will derive from its pages. The volume is rendered more valuable by an appendix of over 50 pages, embracing a "Manual for the Sulphuring of Diseased Vines and Results," by H. H. Marès of Montpellier.

THE MOUND-BUILDERS.

In a valuable work upon the Mississippi Valley and its physical geography, just published by S. C. Griggs and Co., of Chicago, J. W. Foster, LL. D., the President of the American Association for the Advancement of Science, gives the following *resumé* of a paper on the Antiquity of Man in North America, originally published in the Transactions of the Chicago Academy of Natural Sciences.

At frequent intervals throughout the region of the Great Lakes and the Valley of the Mississippi, occasionally upon some crowning eminence, but for the most part in the rich alluvial valleys, there are found tumuli of earth the highest of which reach from seventy to ninety feet, long lines of embankments, often circular and often square, inclosing many acres, and pierced at intervals with entrances, and parallel roads connecting together the several parts—the whole occupying leagues in extent, and bearing evidence of having been constructed according to well-devised plans.

When the white man first penetrated the Ohio Valley, he found growing upon them, a forest which, in the size of the trees and in their characteristic forms, differed in no degree from those of the surrounding region. Upon the origin of those structures, by what people built, and the causes that led to their extinction, the Indian occupants of the country could throw no light; except, perhaps, the obscure tradition communicated to Heckewelder, a Moravian missionary, that the Algonquians and Wyandots had expelled from the valley of the Ohio its former inhabitants, who had descended the Mississippi.

This region, then, has its monuments, whose origin goes back to a remote antiquity—reared, too, by a people who had at least emerged from barbarism. These works were first met with in Western New York, and are continued through Northern Ohio to Wisconsin and Minnesota. While on the southern shore of Lake Superior no traces of earthworks have been observed, there are abundant evidences of ancient mining, extending over the whole copper-region, and there is a chain of proof which connects these exploitations with the Mound-Builders.

The valleys of the Ohio and Mississippi, however, afford a climate more equable, and a soil more genial for the cultivation of maize, which was undoubtedly the great staple of food and the basis of their civilization; and hence, in these regions, we find these earthworks vastly multiplied—the number and magnitude of these works indicate that here were the sites of populous settlements, whose inhabitants must have been maintained by other pursuits than those of hunting and fishing. Earthworks occur at Vincennes, Indiana, and at other points in the Wabash Valley; in Kentucky, Tennessee, and Northern Mississippi, and vestiges have been observed in the Gulf States—Alabama, Georgia, and Florida—as far east as South Carolina.

The original site of St. Louis was dotted over with numerous mounds, and the Illinois shore opposite, in what is known as the American Bottom, contains some of the largest thus far observed. That of Cahokia is 90 feet high, and has a base of 666 feet; while the famous mound at Grave Creek, Virginia, is 70 feet high, with a base of 333 feet; and the next in rank is that at Miamisburgh, Ohio, which is 68 feet, with a base of 284 feet. The Rock River region of Northern Illinois, embracing Sterling, contains many of these earth works, some of which, like those of Wisconsin and Minnesota, represent the form of animals.

We are not aware that the Missouri Valley, above the mouth of that river, contains any vestiges of the Mound-Builders.

They appear to have been constructed to subserve a

variety of purposes—such as military defence, in which case they were undoubtedly crowned with palisades; for places of sepulture; for sacrificial altars; and, perhaps the more conspicuous were erected as monuments to commemorate some signal event in their history.

The Mound-Builders, in the selection of the sites for their habitations, appear to have been influenced by the same motives that governed the white man, for we find that many of the most flourishing towns and cities in the West, occupy these identical sites; for example, Marietta, Portsmouth, Circleville, Piketon, Chillicothe, Cincinnati, Vincennes, Chattanooga, St. Louis, Sterling, Beloit, etc.

When we consider the magnitude and extent of these works—those for instance near Newark, Ohio, with its circles and squares, and its parallel roads and tumuli, extending over leagues of ground (and whose cubic contents exceed those of the great pyramid of Cheops); or the great mound of Cahokia, and the subordinate mounds in the American bottom, and on the site of St. Louis—the whole series extending over a breadth of ten miles—we draw the inference, that these structures could never have been erected by a people who depended on the chase or the fisheries for the means of subsistence. They are the memorials of the persevering industry of a people who occupied fixed habitations, and whose agriculture was so far successful as to admit of the appropriation of a portion of their labor to other objects than procuring the necessities of life. They imply, too, a consolidated and, perhaps, a despotic government, under which a single mind directed that labor to the accomplishment of a well-devised plan. There is a unity of purpose, carried out in all of its details, which could only be successful under such a political organization.

Their stone implements consisted of spear and arrow-heads chipped, with much skill, out of hornstone or chert; of hammers, generally of porphyry, grooved near the head for the attachment of a withe; of fleshing instruments of the same material brought down to a blunt edge; of pestles for cracking and grinding corn; of tabular plates of steatite or chlorite slate, pierced with holes to gauge the size of the thread in spinning; of circular discs, like weights, and concave on both surfaces, ordinarily of porphyry, and ground; ornaments like plumb-bobs, double-coned or egg-shaped, and pierced or grooved at one end for the attachment of a string—the material being specular iron, like that derived from Lake Superior or the Iron Mountain, but sometimes limestone; and lastly, there are occasionally found elaborately wrought pipes, which show that they indulged in the luxury of tobacco.

In the fabrication of these implements they exhibited a skill far superior to that belonging to the Stone Age of Europe, rivalling those elaborately wrought and polished stone works which are designated as "celts," and which are referred, by European ethnologists, to a more advanced state of civilization.

Their mining operations were on a scale of magnitude, of which no one can form a just conception, except from personal observation. There are few productive copper veins now wrought upon the shores of Lake Superior, which were not known and explored by the Mound-Builders. Continuous lines of ancient, but now nearly filled pits, are observed, not only at Keweenaw Point, in the Ontonagon region, but even on Isle Royale; and to reach the latter point involved a passage of forty-five miles, across a lake by no means placid in its disposition. Their method of mining was, probably, to build fires on the rock and, when thoroughly heated, to dash on water, and thus fissure it in parts, when it was broken up with hammers of porphyry weighing from five and even up to forty pounds, which were derived from the rounded masses on the Lake shore. Cart loads of hammers were taken out of some of these excavations by the modern explorers.

Heaps of rubbish line the course of the veins; and in the bottom of some of the pits, have been found the remains of ladders by which they ascended and descended, the bowls with which they baled the water, and the copper gads with which they forced the rocks apart. At the Minnesota mine, the workmen, in re-excavating one of these ancient pits, at the depth of eighteen feet, came upon a mass of copper ten feet long, three feet wide, and nearly two feet thick, and weighing not far from two tons, which the ancient miners, after having raised about five feet, and propped with billets of wood, had abandoned, having first, however, removed all the projecting points which were accessible.

They clothed themselves, in part at least, in cloth of a texture approaching hemp, spun with a uniform thread, and woven with a warp and woof. The texture, while coarse, is uniform, and the border is often ornamented with tassels.

In the plastic arts, they attained to considerable proficiency. While the Indian, before his contact with the white man, was in the habit of bending up birch-bark so as to hold water, and then casting in hot stones, and thus bringing it to a boiling point; the Mound-Builder moulded his pots in clay, tempered with sand or shells, and baked them so far as to make useful utensils in most of the processes of cooking. Not content with the useful, he aspired to the ornamental. From a mound in Missouri, I have seen a water-cooler in the form of a compressed globe, the neck surmounted with the similitude of a human head. The features are symmetrically moulded, and the facial angle indicates intelligence. The features are not those of the red man, but such as distinguish the enlightened races. There is a statuette taken from the same mound, representing a captive bound; and while portions of the figure are well moulded, taken as a whole it is grossly incongruous.

They must have maintained a commercial intercourse with the most distant parts of North America, for the same mounds have often afforded plates of mica from a region as remote as New England; copper from the shores of Lake Superior; marine shells (*Busycon perversum*) from the Gulf or Atlantic Coast; and steatitic and porphyritic implements, the materials of which must have been derived from a region equally remote.

The crania which have been exhumed from the

mounds, as determined by Morton, differ in many respects from those of the North American Indian; in the wider expansion of the forehead, the larger facial angle, the less obliquity of the orbit of the eye, the narrower nose, the less prominent projection of the jaws, the smaller dimensions of the palatine fossa, and the flattened occiput. Many of these peculiarities are displayed in the head from the Missouri mound, before spoken of, moulded by the unknown artist who had the skill to impress upon the plastic clay, the features of his race.

Although the Mound-Builders, from the absence of tin, made no use of bronze implements, yet, when we regard the vast number and magnitude of their structures, their perfection in weaving, in pottery, in the fabrication of stone implements, the extent to which they employed copper in the place of bronze, and the communication which they maintained between widely separated portions of the country, we cannot but ascribe to them a place in the scale of civilization, as high as the people of the Bronze Age in the Eastern Hemisphere. Their exclusion from the beautiful valley of the Mississippi, which contains so many memorials of their industry and greatness, is not the only example which history affords of the extermination of a people considerably advanced in civilization, by a people more vigorous, and less inclined to the arts of peace.

We have no chronometer by which to measure the lapse of time since these excavations were made and these structures were reared, except the character of the arborescent vegetation with which they are now covered. This is in every respect like that of the adjacent forest. When, therefore, we see growing upon these mounds, trees four centuries old, and the prostrate and mouldering trunks of others, which once flourished on the same sites, we are justified in assuming that these works are at least a thousand years old; but in attempting to determine their absolute age we are lost in the mazes of conjecture.

THE LOYAL INDIANS.

A CORRESPONDENT of the Cincinnati Commercial gives the following interesting history of the part taken by certain Indian tribes in our late civil war.

It will not be forgotten that the Creeks, Choctaws, and Cherokees were large slaveholders. The Rebels planned their accession, and sent Pike to accomplish it immediately after secession begun. The Choctaws at once joined, and two companies of that people formed part of the Rebel forces at the battle of Wilson's Creek, Missouri, fought August 10, 1861. Altogether the Confederacy had six or seven regiments from the civilized nations in their army. The Creeks and Cherokees divided at once, most of the full-blooded Indians being true to the United States. It is a matter of record that Albert Pike, acting through the Rebel Indian leaders, early in the summer of 1861, endeavored to excite the hostility of the Plains Indians—those same tribes that have of late years been at war with us. Through the influence of Apoth-le-ho-o-lo, the Creek chief, who from the very outset resisted the Rebel efforts, these schemes were defeated. In June or July of 1861, a great council of delegates from all the leading Indian tribes from Texas to Dakota, east of the Rocky Mountains, was held at a point within the Indian territory, four hundred miles west of Arkansas. At this council, Rebel agents endeavored to make treaties offensive and defensive. Apoth-le-ho-o-lo's influence prevented this, and he returned home to take up arms at once for the Union.

The Union troops stationed at Fort Smith, under Captain Sturgis, Fort Arbuckle, Cobb, and several other points, under Lieutenant-Colonel (now General) Emory, and the cavalry command stationed in or near Northern Texas, under Major George H. Thomas, since made famous by splendid services to the Republic, were very early compelled to withdraw, to prevent capture. So the Indians were left without protection or aid. They succumbed. The Creek king, then over ninety years of age, yet one of the finest looking men I ever looked upon, fought and won, with forces hastily drawn together, two severe engagements against the Rebels, Creeks, and Choctaws, led by the twins, Staln Watie and Douglas D. Cooper, a deserting United States Indian agent. In the third encounter the loyal Indians were badly defeated. It was in January or February of 1862, and they retreated for over a hundred miles into Kansas, leaving their dead scattered along the roadside.

Shortly after, Mr. Stanton ordered the mustering in of two regiments as "Indian Home Guards." The first was composed wholly of Creeks, except a sprinkling of colored men. The second was made up mainly of Cherokees, with the two Seminole companions and some Creeks and Chickasaws. There were, probably, in all twenty-five or thirty Choctaws. That nation went as a body heartily into the rebellion. It was not until about August, 1862, that a movement southward was made. The Indian regiments formed part of the command. A regiment of Cherokees came over in a body from the Rebels. They had been dragged into their service. It will not be forgotten, however, that long before that the Confederates had them employed in large numbers. At the battle of Pea Ridge, Albert Pike commanded a division of Indians—six or seven regiments. This was in March, 1862, six weeks or two months before our War Department authorized the muster in of the loyal Indians.

The loyal brigade thus formed did active service in all the fighting and duty demanded, from that time until their muster out in May, 1865. They assisted in the Western Arkansas campaign, and fought at Newtonia and other points in South-western Missouri; at old Fort Wayne, Cane Hill, Prairie Grove, in North-western Arkansas; and at Honey Springs, in the capture of Fort Smith, in the Indian Territory. Besides, their history under the immediate command of Colonel William A. Phillips, is that of continuous struggling and fighting. For eighteen months they held the most advanced southern line of all our operations, Fort Gibson on the Arkansas, and at the same time held open a supply line of over two hundred miles, thus enabling us to hold an

area of at least 50,000 square miles, and taking the scenes of hostilities far to the south of Kansas. The medical record shows that this brigade lost more men by wounds and sickness, caused by field service, than any other portion of the Union Army. Kansas troops lost the most of any State; Vermont next, but the Indians greatly exceeded either. Besides, they gave at least one regiment of colored soldiers. The Seventy-ninth, Eighty-third, and Eleventh United States, and Fiftieth regiment United States colored troops, were in part recruited from among the Indians' freedmen.

VICKSBURG IN 1869.

VICKSBURG to-day is a quiet little town of some little commercial importance, and is made lively by the frequent arrivals of steamboats from St. Louis or New Orleans. The buildings show the marks of the great siege, and in many places the patchwork covers the greater part of the structures. The hundreds of caves in the sides of the hills are still open, and bring to mind the accounts we have read and heard related of the suffering there. Many, however, have caved in, and in some places the whole side of the hill came down into the street at the same time. One of these caves, opened a few weeks ago, was found to contain the bones of a whole family who had been suffocated there during the siege. The cannon have all been removed, but the rifle-pits and earth forts still remain on the hill tops. The spot where Grant and Pemberton consulted upon the terms of surrender, which was then surrounded by trees and shaded by the branches of a large oak, is now in an open field, cultivated by a negro who fought there. The marble monument raised to mark the spot was so backed by relic-seekers that it has been removed, and a ten-inch Columbiad gun reared in its place, upon which is engraved the words:

THE SITE WHERE GENERAL U. S. GRANT
ARRANGED THE TERMS OF SURRENDER WITH
LIEUTENANT-GENERAL PEMBERTON.

The graves of the Northern soldiers, which were thickly strewn over the hill-sides and along the ravines, have been opened and the bodies taken to the cemetery, just above the city, on the bank of the river. The Confederate graves are ploughed over and obliterated, while the bones of many are exhumed by lead hunters and carried into the city and sold for fertilizing purposes.

THE FIELD OF GETTYSBURG.

THE Hon. D. McConaughy, Secretary of the Gettysburg Battle-field Memorial Association, has addressed the following circular to the officers who participated in the battle of Gettysburg:

The Gettysburg Battle-field Memorial Association, organized soon after the battle, since incorporated and holding in absolute tenure the more important portions of the battle-grounds, being memorial and historical in its purpose and character, has unanimously adopted resolutions, which accompany this letter, determined to proceed to indicate the field with enduring memorials constructed of the granite from its hills, and thus to permanently mark out the positions and movements of the Armies, Corps, Divisions, and important commands in the battle. Its object is to perpetuate the history of the battle in its simple truth, and to that end to make the battle-field its own interpreter. It seeks to preserve this field, truly indicated, as an enduring historical memorial of the military events of the 1st, 2d, and 3d of July, 1863, as a school for study in practically illustrating the art of war, and an ever-eloquent though silent exponent, alike to citizen and foreign visitor, of the Battle of Gettysburg.

The more effectually to accomplish this its purpose, and before proceeding to erect the indications, the Association desires to derive the important requisite information from authentic and original sources. It earnestly realizes that justice to themselves and fidelity to the truth of history entitle the officers who commanded the forces in action, to designate the positions and define the movements thus to be perpetuated. With this high historic purpose in view, I am instructed by the Board, as Secretary and on behalf of the Association, to invite you, General, to co-operate in this work of indication, and to attend a reunion of the officers of your Brigade, Division, Corps, and Army, upon the battle grounds, there to confer together and determine the positions and important points proper to be thus enduringly designated. The time fixed for the meeting, is the week commencing with the 23d of August next. The place of meeting is the Gettysburg Springs Hotel, upon the battle-field, where the accommodations are ample and excellent. It is requested that, at the same time they reply to this invitation, the officers invited address the surviving ranking officer of their corps, and express, if practicable, their intention to be present; and he is also requested to communicate with the Secretary. Arrangements are in progress to secure to the visiting officers the courtesy of free travel to and also probably from, this reunion, over the railroads leading thither. The Association has also arranged for the commutation of the hotel charges to a very moderate price, while securing comfort and every desirable attention. The press of the country has also been requested to further the consummation desired, and is generously responding.

The officers and directors sincerely hope that you, General, may find it both agreeable and convenient to accept the invitation hereby tendered, to this reunion, which will be an occasion of great personal and public, as well as historic interest.

At a recent meeting of the Board of Directors of the Gettysburg Battle-field Memorial Association, the following resolutions were unanimously adopted:

Resolved, That the Gettysburg Battle-field Memorial Association having accomplished its first purpose by securing the tenure of the more important portions of the battle ground, and thus preventing the change of the physical aspect of the field by private interests, will now proceed with the next purpose of its organiza-

tion, the indicating of the field with plain but enduring memorials constructed from the granite of its hills.

Resolved, That the indicating of the more prominent events of the three days' struggles, with the positions of the forces, the corps, the divisions, and brigades, by permanent memorials, making the field of battle its own interpreter, is the best method of recording and perpetuating the history of the battle in its simple truth, and of furnishing a practical illustration in the study of the art of war, thus popularizing military science, and affording alike to citizen and foreign visitor a ready acquaintance with this battle, which, perhaps, better than any other, illustrates the greatest wager of battle of the century.

Resolved, That in thus proceeding to permanently indicate the battle-field, this Association deems it due to the generals who commanded armies, corps, divisions, and brigades in the battle, that they should be invited to furnish the information required, in order truly to designate the positions and events to be perpetuated; and that now, before death or absence prevents it, the Association instructs its Secretary to invite the generals and officers of the several corps to visit the field in the fourth week of August next, and confer together and determine the points to be indicated; and that the Secretary co-operate in making such arrangements for their reunion at Gettysburg as will promote this object.

ENGLISH VIEWS ON NAVAL STAFF RANK.

THE British Medical Journal and the Lancet comment as follows on the attempt of the American naval surgeons to obtain proper recognition in the Navy of the United States:

The Medical Journal says: "The surgeons of the United States Navy are dissatisfied, and we think justly so, with the treatment accorded them by their government, for at the conclusion of the civil war they were left unrewarded for their exertions, (which were acknowledged to be valuable) while promotion and appointments were bestowed on the executive class. . . . Farragut, like Nelson and other worthies of the British Navy, fully appreciates the claims of the surgeons to position and emolument, but inferior minds dread loss of dignity to themselves by the elevation of civilians. The surgeons ask for inspector grades similar to those existing in European navies, especially as the rank of Admiral has been introduced into the Navy of the United States, and they further ask that rank shall be substantive, and accompanied by privileges (always excepting command). It is a remarkable circumstance that the Navy suffers much more than the Army from a martinet spirit which the executive officers term 'aristocratic,' we should rather say 'pseudo-aristocratic.'"

The Lancet remarks that substantive rank, apart from command, is an idea difficult to be grasped by the executive mind which confounds the entirely distinct principles of military authority and social privileges, making the second wholly dependent on the first. This false impression predominates in the war services of England and the United States, i. e., within Anglo-Saxondom; but it has become defunct in Continental Europe since the days of the first Napoleon. Three years since, after sixty years' discussion, our profession at home seemed to have triumphed over it, but it has raised its head again—more in the Navy than in the Army—fostered by the head of the ruling class, and it is remarkable that in aristocratic England and republican America, the executives of the Navy are more tenacious of that point than those of the Army. Those of highest status, like our Nelson and their Farragut, are the officers who have strongly supported our claims.

THE Nashville Daily Press of July 17th, tells the following story:

The most curious phenomenon which we have ever heard of, occurred in Cheatham County on Wednesday last. The day, it will be remembered, was remarkably hot, so that most people in the country had to seek the shade about noon. At this hour, on the farm of Ed. Sharp, five miles from Ashland, a sort of whirlwind came along over the neighboring woods, taking up small branches and leaves of trees and burning them in a sort of flaming cylinder that travelled at about the rate of five miles an hour, and developing size as it travelled. It passed directly over the spot where a team of horses were feeding, and singed their manes and tails up to the roots; it then swept toward the house, taking a stack of hay in its course, which it set on fire. It seemed to increase in heat as it went, and by the time it reached the house it immediately fired the shingles from end to end of the building, so that in ten minutes the whole dwelling was wrapped in flames. The tall column of travelling caloric then continued its course over a wheat field that had been recently cradled, setting fire to all the stacks which happened to be in its course. Passing from the field, its path lay over a stretch of woods which reached to the river. The green leaves on the trees were crisped to a cinder for a breadth of twenty yards, in a straight line to the Cumberland. When the "pillar of fire" reached the water, it suddenly changed its route down the river, raising a column of steam which went up to the clouds for about half a mile, when it finally died out. Not less than two hundred people witnessed this strangest of strange phenomena, and all of them tell substantially the same story about it. The farmer, Sharp, was left houseless by the devouring element, and his two horses were so affected that no good is expected to be got out of them in the future. Several withered trees in the woods through which it passed were set on fire, and continue burning still.

THE English papers report that one of the largest iron ships of war ever yet built, has been laid down at Pembroke Dock, and she is to have the name of Thunderer. A number of heavy armor plates have arrived to be used in her construction, and when completed it is expected she will be the finest vessel of her class in the British Navy.

**AMERICAN TONTINE
LIFE AND SAVINGS INSURANCE COMPANY.**
149 BROADWAY.

WILLIAM H. LUDLOW, President.
ROBERT M. STRATTON, Vice-President.
HENRY SNYDER, Secretary,
JOHN N. WHITING, Counsel,
PARKS PACKLER, Consulting Actuary,
FOSTER & THOMPSON, Solicitors,
CHARLES McMILLAN, M. D., Medical Examiner.

DIRECTORS:

WILLIAM H. LUDLOW, President.
ROBERT M. STRATTON, Vice-President.
SAMUEL WILLETS, of Willets & Co.
CLARENCE S. BROWN, of Brown Bros. & Co.
GEORGE THORNE, of Thorne, Watson & Co.
JOHN N. WHITING, Attorney and Counselor.
ROBERT SCHILL, of Robert Schill & Co.
J. O. SEYMOUR, of J. Seymour & Co.
WILLIAM BLOODGOOD, No. 23 West Twenty-fourth St.
J. P. GIRAUD FOSTER, of Foster & Thomson.
J. WILSON STRATTON, Treasurer of the Novelty Iron Works.
JOSEPH M. COOPER, of Cooper, Fellows & Co.
R. LENOX KENNEDY, Vice-President of the Bank of Commerce.
MINOT C. MORGAN, Banker.
JOHN CASWELL, of John Caswell & Co.
EDWARD HAIGHT, Pres't National Bank of the Commonwealth.
WILLIAM M. TWEED, No. 237 Broadway.
CHARLES J. SHEPARD, No. 242 Water St.
DORRIS TOWNSEND, No. 63 Wall St.
PHILIP W. KINGS, of P. W. Kings & Sons.
JAMES M. BROWN, of Brown Bros. & Co.
SAMUEL L. MITCHELL, Merchant.
ELIJAH T. BROWN, of Elijah T. Brown & Co.
ABRAHAM S. LEWITT, of Cooper, Hewitt & Co.

IMPORTANT NEW FEATURES.

No Extra Charge for Officers of the Army & Navy.

The Company issues certificates, whenever desired, agreeing to purchase its policies at their surrender value, which when accompanied by the policy duly transferred, are negotiable, and may be used as collateral security for loans.

All kinds of Non-Forfeiting Life and Endowment Policies issued; also Temporary Insurance and Deferred Annuity, Joint Life and Loan Redemption Policies and Annuities.

Policies Incontestable; Liberal Modes of Payment of Premiums; Low yet Safe Rates of Insurance; Liberty to Travel; Thirty Days' Grace on Renewals; Prompt Payment of Losses; Economy in Expenses; Loans on Policies; Annual Dividends on Contribution Plan; No extra Charge for Policy, Stamps or Medical Examination.

B. FRANK PALMER, L. L. D., SURGEON ART. 187, has just been commissioned by the Surgeon General to supply the Palmer Arm and Leg for the mutilated officers of the U. S. Army and Navy. The Governmental offices are located in Philadelphia, New York, and Boston, and are conducted by Dr. Palmer.

**MILLER & WILSON,
MILITARY AND NAVAL GOODS**
25 JOHN ST., NEW YORK.

OFFICERS stationed at posts remote from New York, can be supplied with any description of UNIFORM TRIMMING, SWORDS, BELTS, SABLES, EPAULETS, GAUNTLETS, GLOVES, CHAPEAUX, CAPS, EMBROIDERIES, LACES, etc., of the best quality at reasonable prices, by favoring us with their orders.

Particular attention is given to the manufacture of EQUIPMENTS, CAPS and HATS, etc., for the use of REGIMENTS, BANDS, MILITARY INSTITUTES, INDEPENDENT COMPANIES, YACHT and BOATING CLUBS.

White Cotton, Berlin, and Silk Military Gloves, for Officers and Men, by the dozen or gross.
Orders filled promptly.

BUTLER'S SYSTEM OF HEALTH-EXERCISE.

THE LIFTING CURE,

NO. 830 BROADWAY, NEW YORK.

D. P. BUTLER, M. D., Proprietor, Boston Mass.
LEWIS G. JAMES, Resident Physician and Business Manager.
LADIES DEPARTMENT.
CAROLINE E. YOUNGS, Physician and Instructor.

For all desiring an increase of health or physical vigor, or relief from chronic diseases and deformities, this system presents the most complete, safe, harmonious and agreeable form of exercise.

It requires but little time.
It is cordially recommended by the Medical Faculty.
Physicians, Military men, and the public generally are invited to call and test the Lifting Cure.

Favorable business arrangements will be made with gentlemen of medical education, or business men who can connect themselves with such parties, to introduce the Lifting Cure into every town and city in the United States. Apply in person or by letter, at No. 830 Broadway, N. Y., or No. 53 Avon St., Boston, Mass.

A FIRST LIEUTENANT OF CAVALRY, WELL up on the list, and serving at Camp Wihelita will transfer with any first lieutenant of Infantry. Address Q., care of ARMY AND NAVY JOURNAL.

A FIRST LIEUTENANT OF INFANTRY, WAIT- ING orders, will offer liberal inducements for transfer with a First Lieutenant of Artillery. Address, X, ARMY AND NAVY JOURNAL office.

TRANSFER.—A FIRST LIEUTENANT OF AR- TILLERY, standing about the thirtieth on the roster, is willing to transfer with same First Lieutenant of Infantry. Address TRANSFER, care ARMY AND NAVY JOURNAL, New York.

O. H. PIERSON, AUCTIONEER.

U. S. NAVAL SALE.—WILL BE SOLD ON Saturday, August 14th, at 12 o'clock, at Navy-yard, Brooklyn, (by order of Rear-Admiral S. W. Godon, commandant),

U. S. SIDE-WHEEL STEAMER ALGONQUIN, as she now lies, 974 tons (old measurement). Length, 240 feet. Beam, 35 feet. Depth, 12 feet, with Spars, Rigging, Sails, Anchor, Chain, Boats, etc. JOHN G. PERZEL & CO., Auctioneers, 50 Stone street.

ACCORDING to the *Nouvelles Contemporaines*, the sum of \$5,000 has been placed at the disposal of Colonel Gorlow, the Russian military agent at New York, for experiments on rifles on a new principle.

U. S. ARMY AND NAVY JOURNAL.

NEW YORK, SATURDAY, AUGUST 7, 1869.

The Editor does not hold himself responsible for individual expressions of opinion in communications addressed to the JOURNAL.

The postage on the JOURNAL is twenty-five cents a year, payable quarterly, in advance, at the office where received.

Subscribers who purpose binding their volumes at the end of the year should be careful to preserve their files of the paper, as we no longer stereotype the paper, and are not able, therefore, to supply all of the back numbers of this volume.

The subscription price of THE ARMY AND NAVY JOURNAL is SIX DOLLARS a year, or THREE DOLLARS for six months, invariably in advance. Remittances may be made in a Post-Office money order United States funds, or Quartermasters', Paymasters', or other drafts which should be made payable to the order of the Proprietors, W. C. & F. P. CHURCH. Where none of these can be procured, send the money, but always in a registered letter. The registration fee has been reduced to fifteen cents, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All postmasters are obliged to register letters whenever requested to do so.

RELATIVE RANK IN THE NAVY.

THE apple of discord in the Navy at present is the still unsettled question of staff rank. The appearance of the semi-annual Navy Register, presenting the opinion of Attorney-General HOAR as to the law in the disagreeable form of reduction in the relative rank of the staff corps, has increased the excitement which already ran sufficiently high. It is an unfortunate dispute, considered from any point of view, and in its present aspect it is a source of discord which cannot but diminish the efficiency of our Navy. It is not within reason that the staff officers should enjoy being forced to consider, in bitterness and humiliation of spirit, the question as to whether it were better "to have loved and lost or never to have loved at all." All men of spirit feel most sensitively the wounds inflicted upon their pride, and our naval staff officers have much to bear in this way when they are published to the world as relatively lower in rank in 1869 than they were before the rebellion. Suppose, for example, that Surgeon JOHN JONES should now meet a French surgeon with whom he exchanged compliments in 1863, when he was enjoying the honors of the assimilated rank of Lieutenant. How is he to explain to his own satisfaction and to the satisfaction of his friend, even though he have command of the best of French, how it happens that he has, after passing through a four years' war, actually lost in rank, while the Frenchman, in time of peace, has gained in rank? Such is the law, however, as interpreted by the Attorney-General, and there is no relief for the staff except through the intervention of Congress. It was unfortunate for them that General Order 120 was issued during the long adjournment of Congress; but it has been issued, and there is no remedy now but patience. To this we must counsel our friends among the staff. Until Congress meets, public discussion is premature, and can accomplish but little good. Constant brooding, meanwhile, over wrongs, distempers the imagination and leads it to fancy that insults are offered where no insult is intended, either direct or by implication. Line officers, on their part, should remember how much consideration is due from them as gentlemen, toward those who are forced by circumstances into an unpleasant position. The honor and good name of our Navy is involved in the maintenance of good feeling among its officers, and we should be sorry to see any of our men-of-war lose the reputation they have always maintained among foreigners for their discipline and good fellowship. As one of our daily cotemporaries says, "the washing of dirty linen before the public" will only bring the Navy into disrepute and benefit no one.

We are sorry that some officers show a disposition to heap abuse upon the head of Vice-Admiral PORTER—sorry for their sakes and not for his; for it can take nothing from his well-earned laurels. Resort to the unworthy weapons of vilification and abuse injures only those who so far forget themselves as to fall into this mistake. We are not ready to endorse everything the gallant Admiral may do or propose, but whatever his mistakes, it is certain that he has greatly increased the efficiency of the service to which his life has been devoted. We are indebted to him for reforms which tend to make our Navy what we

ought to make it, after the war experience we have had—one of the most practical and useful in the world.

As a measure of compromise on this question of staff rank, some of the older and cooler-headed of our naval officers propose that the matter be referred for adjustment, previous to bringing it before Congress, to a board of officers drawn from each branch of the service—say two from each of the branches of the staff corps, and an equal number of line officers. It is proposed that these officers should meet, discuss, and arrange the question, so as to avoid bringing it in so many forms before Congress, and inviting discussion which will lead to crimination and recrimination, disgust Congress with the Navy, and result disastrously to all concerned. A few scratches of some ready Congressman's pen has often foisted features in our Naval Regulations which in nowise tended to improve a service of which he was entirely ignorant. The experience in 1866, at the time of the agitation of an increase of pay, will illustrate this. Captain —, desirous of gaining the influence of the Congressman in his district, invited that functionary to a lunch on board his vessel. Naturally, the Captain did his best to make the entertainment agreeable, and set before his guest some old wine inherited from his father, of which he was very choice. When Mr. Congressman took part in the debate at the next session of Congress, imagine the astonishment of the Captain upon hearing him say that "he couldn't for the life of him imagine why officers wanted their pay increased when they could afford to live so well (citing his naval breakfast as an example) and drink such expensive wines.

Broad Arrow thinks that the industrial training of the British army must sooner or later engage the attention of British legislators. It goes on to say that while England has all but put aside every idea of utilizing its soldiers by teaching them industrial pursuits, France has taken up the question as one of the greatest possible importance. The First Napoleon declared—and more modern and recent experience justifies the declaration—that with soldiers properly trained, a good general would fight as well with the spade as with the musket. The present Emperor evidently accepts the truth of this, for he takes great care to train his army in industrial labor. In the large camps of instruction formed, first at Boulogne and afterwards at Chalons, almost the whole of the labor required was done by soldiers. They built the huts, constructed the roads, and made gardens; and it was considered by the French military authorities that all this was far less important with a view to economy (although the system cannot be considered uneconomical) than as a training and preparation of the soldiers for what would be wanted of them in actual service in time of war. The very opposite system, however, *Broad Arrow* complains, has of late years been pursued in England. Greater pains have been taken in training soldiers to the use of arms than used formerly to be the case, but that industrial training, which is as important to the prospects of the men who leave the army as for the efficiency of the service itself, has been very little attended to. In the formation of the camp at Aldershot very little of the labor was performed by the troops; not only did they not build the houses and huts or make the roads, but actually the draining of the land, requiring the mere use of the spade—a most useful instruction for the men—was done by contract.

A VERY curious colloquy lately took place in the British House of Commons, between Lord E. CECIL and Mr. CHILDERS. It was concerning the reason for the reported intended discharge on pension by the Admiralty, of certain Coastguardsmen. The first gentleman inferred that the reason was that "their back teeth were too far gone to masticate ship's biscuit;" and asked "whether, if that statement were correct, the Admiralty thought that the pensioning off of able-bodied men in the prime of life, simply for the loss of their back teeth, was the best way of making her Majesty's service attractive to our seafaring population." Mr. CHILDERS responded "that during the recent cruise of the Reserve Fleet, no Coastguardsmen were ordered to be discharged, either from deficiency of back

teeth, or for any other reason. During the recent cruise it was found that some 100 of the Coast-guardsmen were not fit for service at sea, and it was ordered that those of a certain age should be surveyed in the course of the present summer. One of the rules of the service was that the men should not have lost so many teeth as would interfere with mastication, a regulation he was not able at the present moment to repeal, when he considered that the men had to eat hard ship's biscuit. There was only one case in which a medical officer who surveyed the men recommended a discharge solely on the ground of deficient back teeth, and in that case the recommendation was sent back for reconsideration." It is easy to imagine the consternation it would have created in the service if Mr. CHILDERS had acknowledged that sound "back-teeth" were a prerequisite of continuance on the active list. The British soldier has, after generations of enforced shaving, been at last allowed the boon of a beard, but even this great concession would be counterbalanced if the rule about "back teeth" were now rigidly enforced.

THE range at which the accuracy of the Prussian rifled mortar, to which we referred last week, was tested, was three thousand feet (1,250 paces), and not three thousand yards, as printed. In remarks upon our paragraph, Captain HEAD says, in a letter to the editor, "As for the Prussian invention of rifled mortars, I am afraid we must even let them perfect that invention, and meet it by the iron-clad roof of our wells. After we have compelled the enemy to raise the siege, we can sell the old iron so kindly furnished us from the mortars, to help pay expenses." We observe that a Canadian paper accuses Captain HEAD of plagiarism upon MONCRIEFF's idea. In answer to this, we may say that Captain HEAD's manuscript was in the hands of Professor MAHAN before he had ever seen MONCRIEFF's invention, the notice of which was added as an after-thought. As for the matter of plagiarism by American officers on English ideas, it may be well for our Canadian contemporary to know that there is in the office of the United States Engineers in this city, a model, made seventeen years ago, of a gun carriage precisely on the principle Captain MONCRIEFF has "discovered."

COMMODORE Augustus Ludlow Case, the newly appointed chief of the Bureau of Ordnance, entered the Navy as midshipman in the year 1828. His first cruise was as a midshipman on board the frigate *Hudson*, under Commodore Creighton, on the coast of Brazil; and afterwards as a passed midshipman, he was employed upon the Coast Survey. His next service was as an acting lieutenant in the exploring expedition, under the command of the present Rear-Admiral Wilkes, during its long and arduous cruise of three years and ten months; and in the narrative of the expedition his name is mentioned in terms of high commendation. After this he was a lieutenant in the U. S. flag-ship *Brandywine* during her cruise to the East Indies and around the world, having on board the Hon. Caleb Cushing, minister to China, who negotiated the first treaty for our Government with that—up to that time—sealed country.

In the Mexican War, Commodore Case served as a lieutenant in the squadron under Commodore Perry, in the combined military and naval attack upon, and capture of Vera Cruz, and commanded a part of the naval battery which was mounted on shore. His next service was a three years' cruise in the Pacific Ocean, a part of the time as executive officer of the U. S. ship *Vincennes*, and the remainder as commander of the U. S. ship *Warren*. When the late civil war broke out he was appointed fleet-captain to Rear-Admiral Stringham, commander-in-chief of the first fleet fitted and organized, and participated in the attack upon and capture of the forts at Cape Hatteras. Subsequently as fleet-captain under Rear-Admiral Goldsborough, he anticipated in the attack upon, and capture of Newbern and Roanoke Island. He afterwards commanded the U. S. steamer *Iroquois*, and as senior officer was for some time in command of the blockading forces stationed off Wilmington. The last sea service performed by him, was as fleet-captain with Rear-Admiral Goldsborough who commanded the European squadron in 1863, '66, and '67.

In the course of twenty-two years of sea-service, since his entrance into the Navy, Commodore Case has twice circumnavigated the globe. He has at two different periods been the U. S. Light-House inspector of the third district, comprising the coasts of New York, Connecti-

cut, and Rhode Island, where he has rendered most important service for the safety of navigation, by his energy and attention to the condition, arrangement, and management of the lights, beacons, and buoys in that important district. The professional experience and practical judgment which Commodore Case carries with him into the Ordnance Bureau, is especially needed there at this time. Many new ships of war are being brought forward for service in our Navy, and others are undergoing important alterations. These changes involve corresponding changes in the batteries, and a sound practical judgment is required to determine questions which are constantly arising in the Ordnance Bureau.

LIEUTENANT-GENERAL Sheridan has been visiting Burlington, Vt., and meeting with a very enthusiastic reception from the Green Mountaineers. One of those sad but frequent incidents of rural salute firing occurred: a young man lost his arm. General Sheridan, under whom, it seems, the unfortunate man had served, headed a subscription for his benefit. The faculty and students of the University of Vermont gave the Lieutenant-General a very cordial reception, and Burlington generally was delighted with his visit. He was accompanied by Colonel Crosby, of his staff, and General Arnold, commanding the post of Plattsburg. From Burlington, General Sheridan proceeded to Saratoga, where President Grant will also be on or about the 18th. The President has been spending a few weeks of rest at Long Branch, which has, in consequence, had a large accession of summer visitors. The Stetson House, where he has been stopping with his family, has been the centre of attraction. Though enjoying a reasonable degree of exemption from annoying visitors, the President has been obliged to take his sea baths by stealth, rising at five o'clock in order to escape the crowd who would, at a later hour, gather to see how a great soldier looks out of his element. Perhaps another reason for taking this early start has been divined by one of the comic papers, which represents the President up to his neck in the water and surrounded by a crowd of women, of "every age and sex," headed by one fat old porpoise, who, through her spectacles, reads to the unwilling listener a petition in behalf of woman's rights.

It is, perhaps, interest some of our correspondents to describe the humorous phases of Army life on the Plains, to know that their letters are read with appreciation, not only by their comrades in our Army, but also by foreign officers who take the JOURNAL. A staff officer of General Von Moltke, the celebrated Prussian soldier, tells us that his chief reads, and enjoys with rare zest, these picturings of Army life on the American frontier. They are, moreover, frequently translated into our German exchanges, and serve to give our Continental friends some idea of the humors of American Army life—or rather the ability of our officers to catch and express the humorous view of a not very delightful experience.

THE *Army and Navy Gazette* complains of the neglect now shown the English navy, which has undoubtedly done as much anything else to develop and maintain the power of the kingdom which has been wont to boast that it "rules the wave." It quotes Byron's lines:

Nelson was once Britannia's god of war,
And still should be so, but the tide is turned;
Because the Army's grown more popular,
At which the naval people are concerned.

Our contemporary then goes on to say, and to say with a good deal of force and truth, that the time was when the Navy and Army estimates were about equal; now, notwithstanding the increased expense of iron ships and steam machinery, it is understood that the army estimates should exceed those of the navy by four or five millions yearly. Should this be so, it asks? "As the admiral pointedly tells us, 'ships, colonies and commerce are the pedestals on which England's greatness stands, and the cement that binds them is the navy.' In his heart every Englishman knows that if we were driven from the command of the sea, the country would be immediately reduced to the position of a third-rate power. Circumstances forced us to recognize this during the revolutionary war; we are now in danger of forgetting it. And in what way have circumstances changed since that time? Then we had a fleet capable of meeting the world in arms; now we are satisfied with being slightly stronger than our French neighbors. Since that time, too, the American Navy has increased out of all proportion to their Navy of 1816. The Russian navy is already a most formidable rival, and the recent opening of the port of Wilhelmshaven shows us that the new German Empire aims at becoming a great naval power. Is this a time, we ask again, to neglect the Navy? In the days of our last

great naval war this country provided enough food to sustain its inhabitants; now we are dependent on free trade with foreign countries for our very existence. Admiral Hall says, 'Consider England as a ship with six weeks' provisions on board for her crew, and the necessity for keeping open all sources of supply.' We are like one of our own iron clads now, as compared with the wooden-liners of the old war. We are incomparably stronger; but we carry less provisions, we are more dependent. The navy is not too well represented in the House, and it has no permanent head to keep these considerations in view."

MR. William Swinton—Professor Swinton we must now call him—has returned from California, charged with the mission of examining into university education on the Atlantic, for the benefit of the Pacific coast. Professor Swinton will soon settle permanently in California, and devote himself to the development of the University, to one of whose most important professorships he has been elected. We hope this duty will not prevent his pursuing his plan of eventually contributing to our American literature a standard history of the war. His office as a professor, on the contrary, ought to establish him in just the atmosphere and relations which would make it more than ever possible that he should undertake this great work. California then would have the honor of contributing to historical literature one of its most valuable additions.

THE regular Friday evening Concerts at Fort Hamilton, N. Y. Harbor, have become quite an institution. The number of guests has steadily increased, until last Friday the gay throng more than filled the long casemates which are used as a ball-room. We noticed many prominent citizens and their lady friends from New York City and neighboring places. The band discoursed the latest and most fashionable airs until 9 in the evening, when the ball-room doors were opened and the dancing commenced, lasting until between 11 and 12 o'clock when the boats from Staten Island, Mr. Wallace's steam yacht from Brooklyn, and carriages and cars were brought into requisition, and the party dispersed. One peculiarity of these pleasant reunions is, that no invitations are issued. It is understood by the friends of the garrison that music can be heard on Friday evenings; and once within the sound of the music, the dancing follows as a necessary result.

THE Suez Canal will be opened throughout to navigation on the 17th of November, 1869, with the depth of water eight meters. On the occasion of the inauguration merchant vessels and those belonging to various Governments presenting themselves at the two extremities of the canal, viz., at Port Said and Suez, on the 17th, 18th, 19th, and 20th of November, will be exempt from all dues. From the 21st of November, the rate of passage through the canal will be fixed at ten francs a head for passengers, and per ton according to the legal tonnage measure of the respective nations. The Administration will publish shortly regulations for the navigation of the canal, comprising rates of pilotage, towage, etc.

THE report of the Board of Visitors to the West Point Military Academy, received at the War Department, states, among other things, that although the institution has effected much good it does not meet the requirements of the present day, and should therefore be raised to a standard unsurpassed abroad. They recommend that the Academy be enlarged and the number of pupils increased. The Board find that, considering existing obstacles, wonderful results have been attained under the present organization; that many defects in the organization can and should be remedied.

By the circular published elsewhere, it will be seen that the reunion of officers on the battle-field of Gettysburg is fixed for the week commencing the 23d of August, and not for the 4th of August, as stated in the last number of the JOURNAL. We were misled by a typographical error in the resolutions passed by the Board of Directors; as originally printed, these resolutions invited the officers of the several Corps, to visit the field in the first week of August. It should have read the fourth week.

A COMMUNICATION has been sent to the Editor of the JOURNAL, for the writer who furnished us, a few weeks since, with a sketch of the military career of the late General M. D. McAlester, of the Engineer Corps. If the writer will send us his address, which has been mislaid, we shall be glad to refer to him this communication, as it is of importance to the family of General McAlester.

THE Commissioners of the British Admiralty, having had under their notice the constantly recurring drowning of seamen of the Navy, by boat accidents and from other causes, have taken steps to ascertain the number of officers, men, and boys in the service who are unable to swim, and to arrive at some conclusion as to the steps taken by the several officers in command of the Navy for imparting so essential a qualification for the seaman's life.

AQUATICS.

The Editor requests correspondence in relation to boating matters in all parts of the country; particulars as to the organization of clubs, as to regattas and races to come off, and all other facts of interest. Letters should be addressed to the Editor of the ARMY AND NAVY JOURNAL, Box 3,201, New York.

THE ANNUAL REGATTA OF THE ATLANTA BOAT CLUB.—On Tuesday, the 26th inst., the annual regatta for the championship of the Atlanta Boat Club took place on the "Association" course at the Elysian Fields. This race, contested warmly in previous years by large fields, where the favorites were many and the issue a matter of genuine uncertainty, was, this year, figured down to a nicety, so far as its probable result was concerned. It consequently lost, in a great measure, the absorbing interest of former years, and the party of ladies and gentlemen who accompanied the boats in the steamer *Wm. Tillamer*, saw their expectations, even down to the minutest details of the race, fully carried out. A fortnight ago, at least, five entries were announced. Dr. Withers, who has held the belt for the past two years, would go in, as a matter of course, for a victory on the 3d inst. would probably ensure him its permanent possession. Ed. Smith, whom we think is the "coming man" of the Atlantas, was up the Hudson, and found that he "could not very well leave his business" to go through with the necessary training. Alden S. Swan, "Pop" Trux, Leander Waterbury and two or three other members of the Club, did not care to or had some other equally good reason for not rowing, and so but three men came to the starting post to make the race—Dr. Russell Withers, Wm. Walters and E. Losee. The former had not trained an hour; the second was in about as poor form as he could possibly be in, and Losee, though in good condition and full of pluck, weighed but 104 lbs., and could not, in consequence, make the big Doctor do more than paddle, so far as his intrinsic merits as an oarsman were concerned. It looked very queer, then, when the three contestants drew up into line to start out on their three-mile gambol around the course—for a race, the most pig-headed landman on the North River docks would blush to call it. Judges, a referee and a time-keeper were selected, and valiantly took their posts as follows: Referee, Charles A. Peverelly, Esq.; judge for Withers, Commodore David Banks; judge for Walters, W. H. Webster; judge for Losee, Alden S. Swan; time-keeper, George Roahr. As the tide was on the ebb, Walters, who had the choice of position, took the outside, Losee coming on his left and Withers next the shore. Doing away with the usual worse than useless cautionary words, "Are you ready," the referee sent the men off with a simple "go," and a beautiful start was the result. Both Losee and Walters went off on a spurt, and keeping neck and neck for a couple hundred yards, left the lusty Doctor to paddle on by himself and to keep company with the back water and bubbles made by the boats of his predecessors. By an unusually hard "hit" Walters managed to get his bow in front, a proceeding which scared Losee into a regular steam-engine stroke, his sculls dipping into the water at something like fifty to the minute. This exhibition of brachial speed had, in turn, its effect on Walters, for, on reaching the oil dock, two good lengths separated him and Losee. Withers, meanwhile, had shifted his position to the outside, and, aided by the stronger tide there, and settling down to something like an earnest stroke, had crept up into second place; Walters's want of condition and rather too slow stroke causing him to fall some half a dozen lengths to the rear. Off the coal dock Losee led Withers by two lengths, and both spurring at the same time, Walters fell still further behind, until, when about 100 yards beyond the dock, 80 yards of clear water separated him and his nearest predecessor. In the interim the crowd on the steamer was indulging in all sorts of cheers and partisan shouts, a few sagacious (?) individuals, who had either purses so plenteous or generosity so unrestrained, as to provoke from them sundry bets on the "infant" in the race, calling on Losee to "pull up" and "go in" until his little body and littler arms worked with a rapidity to which the driving-rod of a Hudson River locomotive would bear faint comparison. Three hundred yards from the stake-boat Withers collared and passed Losee, and, on the turn, led him two lengths. These relative positions were maintained until they again reached the coal dock, when Withers easing up a little, and Losee getting up another spurt, both boats sped along bow and bow. Losee could not live the pace, however, and he gradually dropped astern, his last effort showing its effects in a falling off in the power of his stroke. Walters here gained rapidly, shutting up at least forty yards of the gap in front of him. In this manner the three pulled down the course, keeping well in shore to get out of the force of the adverse tide; and maintaining, with but slight and temporary changes, the relative distances that lay between them at the oil dock. For Losee and Walters it was, evidently, an earnest, serious struggle. For Withers it was, also evidently, more a pleasure trip than a race. As a "coach" to Losee he could not have been beaten. In crossing the score, after a game spurt on the part of all three, along the Elysian Fields, the time of the winner was declared to be 24 min. 5 sec., that of Losee 24 min. 24 sec., and that of Walters 24 min. 35 sec. It looked to us, when near the finish, as if the latter might have come in second had the course been a little longer.

The race, as a whole, was interesting, and highly deserving of praise. The two gentlemen who had the energy and pluck to go in to a contest where the chances were all against them for securing the first prize, are, in reality, more to be commended than the victor himself, who went in to win with the knowledge that, other things being equal, he must win. While congratulating Dr. Withers on his victory, which is none the less a victory because of its coming to him almost unsought, we would also express our approval of and gratification at the motives and animus of the other two gentlemen who acted so gallantly and honorably on Tuesday last.

GULICK EXCURSION TO PORT CHESTER.—About past 9 o'clock on the morning of the 26th inst., a select and numerous company of ladies and gentlemen, guests of the Gulick Boat Club, left the dock at the foot of Christopher street, on board of the steamer *Virginia Seymour*, bound for Port Chester. The occasion was one that had been long planned, and under the efficient and thorough arrangements that had been made, a cordial reunion and intermingling of the company attended it. Nature smiled her brightest from the skies, and a glorious day attended the party. Touching at Brooklyn to receive on board a few additional couples, the swift steamer, under the personal management of the popular Captain Schultz, soon left the city and its busy scenes far behind, and was speedily ploughing its way over the broad waters of the Sound. On the after-deck an excellent orchestra furnished choice music, and dancing and merry-making in general became, at once, the order of the day. At the instigation of Mr. Spear and other genial spirits of the Association, a full and artistic chorus was collected together from among the company, and many a well-rendered solo and complete chorus marked the two short hours of the trip to Port Chester. Arriving at this latter place,

messengers from the proprietors of Fox Island approached the boat and gave the welcome information that everything was in readiness for the reception of the guests. The steamer was at once headed in that direction, and a few moments later the entire company wended their way among the towering trees and grateful shelter that marked the verdant spot. Here the genial courtesies of the proprietor, John Lewis Martin, had assumed a tangible shape, and two long tables groaning beneath an abundance of good things, and a steaming clam pit, offered attractions to which keen appetites soon rendered ample justice. A more charming and agreeable spot for a picnic and general enjoyment it would be difficult to find in the immediate vicinity of New York. Everything that could conduce to the most perfect pleasure was at hand and seized upon. The orchestra found ample opportunity for the display of endurance as well as skill, and the dancing platform was filled with a numerous party until the lateness of the hour and the whistle of the steamer gave notice of the time of departure. More than an hour was spent at the dinner table, at the expiration of which a race between three members of the Club was announced, drawing the universal attention of the company. The distance was two miles, with three turns. Seventeen-foot working boats had been brought up on the deck of the steamer, and volunteers not being wanting, a race was speedily arranged. Messrs. Deely, Handy and Spear fell into line, and went off with a good start. The affair throughout was closely contested, and resulted in a dead heat between Deely and Handy, Spear coming in at an interval of but three seconds. At dark all hands embarked once more on shipboard, and amid the good wishes of the inhabitants of the island and the reciprocal cheers of the excursionists, the *Seymour* shaped her course homeward. In keeping with the sail up the Sound, and attended with the same pleasant scenes and experiences, was the trip home. As the vessel neared the Christopher st. dock the entire company broke out into the glorious refrain of "Home Sweet Home," stepping ashore as the last notes floated away on the evening air. Adjoining to the Club-house the festivities were extended up to midnight, a delegation from the Columbia Club swelling the brilliant throng already assembled, and adding to a scene already unusually brilliant. The recollections of this excursion will long live in the memories of the happy participants in it. Nothing occurred to mar its pleasures, and everything conducing to augment and intensify them. It would be well if the other clubs in the "Hudson Amateur Association" would copy from the Gulicks, and thus keep alive the spirit of fraternity and cordiality among its members.

RACE BETWEEN LOSEE AND SIELKEN.—A race between these two amateurs, the former of the Atlantas and the latter of the Columbias, was set to take place on the 31st of August, but owing to the illness (?) of Sielken, it was unavoidably brought to a stand-still. Losee, after waiting up to the last moment for his opponent, pulled over the course alone. Afterward, in compliance with a wish to row any member of the Columbias, Mr. Sielken, of that Club, entered the lists, and made the three miles with him. Losee won, however, crossing the score in fair time and with plenty to spare. This is the second affair of the kind that we have, of late, announced to come off on the Hudson Amateur Association course, but which have ignominiously failed. The first was that between Ketchum and McIndoe, of the Columbias, which a good many went to see but came home without seeing. If these announcements are made merely with a view to deceiving the public and for effect, let it be so understood at once, for the reputation of the clubs interested only suffer by such doings, and the innocent come in for their share of the odium equally with the guilty. Official information furnished us some two weeks since, about the entries for the Atlanta Championship race of Tuesday last, set the number at a minimum of five. When the final hour for the race arrived, three men came into line, one of them the champion of the Club, who trained himself by living unusually high and keeping late hours—another, weighing 104 lbs., and the smallest man in the Club, who couldn't make a race with his big opponent under any circumstances. Is it not about time for this sort of thing to be stopped? If clubs make public announcements of affairs to come off in which they are interested, and then, at the last moment, fail to come to time, let them not take it amiss if they get sharply rapped over the knuckles for it. They will deserve it all, and the harder they get it the better.

ENTERPRISE IN THE NEW YORK BOAT CLUBS.—It is a matter of surprise to us that the numerous clubs in New York and its vicinity, and particularly those in the "Hudson Amateur Association," evince so little enterprise and activity in the matter of reunions and sociable gatherings among their several members. As yet but two excursions have come to our notice, both of which came under the auspices of the Gulick Club. The Gulicks are neither as numerous nor as wealthy an organization as many of their colleagues yet they alone give evidence of the genuinely cordial spirit which ought to actuate not one but all the clubs in this vicinity. Their next door neighbors—the Atlantas—seem to have wrapped themselves in a cloak of listlessness and inertia which, from present indications, there is no probability of their throwing off. What is the reason for this? Is the *esprit de corps* and vim of these clubs dying out? It certainly looks so. Look to it, gentlemen, for your friends and the outside public are beginning to remark your indifference to the many attractions of weather and opportunity, and before long a change of season will frustrate your plans to that end, if by any possibility you ever entertain any.

REGATTA OF THE WINNISIMMETT BOAT CLUB.—This regatta, in which two races were announced, took place in the presence of a large assemblage and under a fair sky. The water was a little rough, and the races were deferred until as late an hour as possible. The first race, for double sculls, took place at 5 o'clock, with three entries: *Amateur*, Messrs. Bagnall and Low; *Thomas Kinaley*, Streeter and Whittemore; *Fat Jack*, Perkins and Davis. For half the distance, two miles, the race was well contested, but the superior staying qualities of the *Amateur* crew soon gave them the lead, and they finished a long way in front, in the good time of 14 min. 10 sec. The *Fat Jack* second, in 15 min. 11 sec. The single scull race was deferred until almost dark. At 7:30 o'clock the signal was given to start, the following boats entering for the two prizes: *Cherub*, W. Bagnall, Jr.; *Lottie L.*, W. F. Low; *Chicken*, J. F. Perkins. The boats came in as they were placed at the start, the *Cherub* in 13 min. 26 sec., the *Lottie L.* second in 13 min. 29 sec., and the *Chicken* third in 14 min. 42 sec. For the first race the prizes were two silver medals. For the second, a silver medal and the championship of the Club; second prize, a silver medal. The judges were F. W. Snow, A. Clement and E. Fogg, at the judges' boat, and L. W. Pennell and W. B. Taylor at the stake-boat.

THE FEARON AND LE ROY MUDDLE.—The contest between these well-known oarsmen still remains in abeyance. It seems that both parties want to get the advantage of the other by waiting for a challenge. As Fearon is at home only in a seventeen-foot working boat, it is but right that the race should be made subject to the condition

of that description of boat being used; provided Fearon meets Le Roy on his (Le Roy's) course. In this way both would be making concessions, and the difficulties urged would be mutually offset. If there is any real meaning in the indirect communications that have passed between these Clubs, let the public have the benefit of some practical result. "Actions speak louder than words."

SKIFF RACES ON THE DELAWARE.—On the 26th of July, Joseph Eckley and James Wilson met at Philadelphia to row a three mile race in 18 feet Gilling skiffs. A purse of \$100 was contested for. Both kept on pretty even terms for the first quarter of a mile, first one and then the other forging ahead, Eckley eventually winning the race in 33 min., beating his opponent two minutes and a half. On the 31st ult. Eckley and Wm. Krouse met on the same course and under similar conditions. Eckley broke one oar and split another during the race, which Krouse necessarily won. The time of the winner was 34 min.; that of Eckley 35 min. 30 sec. Subsequently Eckley challenged both Wilson and Krouse to row him over again for \$50 or \$100 a side.

THE COLUMBIA BOAT CLUB.—President Hashagen, of the Columbia, sends us a budget of news, for which we render due thanks. He says:

The regatta of the above Club has been set for the 18th of August, instead of the 1st of September, the latter date being deemed too near that on which the Association regatta takes place. A single scull race will come off on the Association course between the members of the Columbia Boat Club, on Saturday, August 7, 1869, at 4 o'clock p. m., for a gold badge presented by Mr. Earwicker, a member of the Club. The following members are barred: Van Raden, O'Neill, Martin and Sielken. Those who will participate are Young, Ketchum, McIndoe, Hashagen, Purdon, Logan and Knight. The La Favorita Club of Hackensack are building a new boat-house, 25 by 54 feet; two stories high. This is an enterprising and improving Club, and will probably soon join the Hudson Amateur Association.

NEW JERSEY BOATING ASSOCIATION REGATTA.—We have to acknowledge the receipt of the following from Commodore Tag of the New Jersey Boating Association: "At a meeting of the New Jersey Boating Association held July 29th, it was decided to hold the annual regatta on the 7th day of September, commencing at 1 o'clock p. m. The place of holding the same will be Newark. There will be on this occasion four races, single and double sculls and four and six-oared gigs. The prizes for the single and double sculls will be gold badges, and for the gig races sets of colors; the six-oared gig race to be known as the champion race. Entries will close on the 31st day of August." The programme thus offered is the most complete of any that have been announced to take place this year, and we here take occasion to express our gratification at the energy and enterprise that the New Jersey Association thus manifests. Let the other clubs in this vicinity emulate this good example.

REGATTA AT NICE, MEDITERRANEAN SEA.—On the 5th of July the United States squadron in the Mediterranean celebrated the ninety-second anniversary of American Independence at Nice, France. At precisely midday all the cannon of the fleet saluted the national flag. At 1 o'clock the officers of all the vessels assembled on board of the *Franklin* around a table splendidly served. It was, in a strict acceptance of the word, a family *fete*, for which no outside invitations were issued. Dr. Meyhoffer, the American Vice-Consul, was the only foreigner in the squadron who assisted at the banquet. The toasts breathed a lively sentiment of independence and an undying love of liberty. At 4 o'clock the regatta commenced. In the first race, the prizes, for which eight boats contested, were carried off as follows: The first by the *Barge*, the private boat of the Admiral; the second by the *Ariel*, belonging to the ship *Richmond*; the third by the cutter of the *Richmond*. In the second race, in which five boats took part, the first prize was won by the first gig of the *Plymouth* and the second by the first gig of the *Franklin*. The third race, for which five twelve-oared boats were entered, resulted as follows: First prize to the *Ariel*, of the *Richmond*; second prize to the first cutter of the *Richmond*; third prize to the *Barge*, belonging to the *Plymouth*. Between the second and third races, the officers made a sign to the musicians, presented their arms to the ladies, who at once took the hint, and began to dance the polka just as if the affair had been arranged beforehand. The ladies appeared to enjoy the ball all the more from the fact of its not having been on the programme, and although a little astonished at the novelty of a dance on the deck of a frigate, yet from that very fact entered into it the more heartily. Unusual excitement prevailed on the wharves where the people of Nice had congregated, and in the harbor, which was crowded with elegantly adorned craft of all sorts. The stern of the *Franklin* was crowded with visitors, to whom the commandant offered the most extensive courtesies in his power. The *fete*, as a whole, will long live in the memories of those who participated in it. The inhabitants of Nice were loud in their praises of it, remarking particularly the utter absence of pomp and unmeaning show, and expressing great pleasure at the spirit of cordiality and fellow-feeling which prevailed between one and all.

THE LACHINE REGATTA, CANADA.—This regatta, as announced in our last, came off on the 24th inst., in the presence of an immense multitude. The morning, which had opened with a lowering sky and rough water, toward noon offered better weather, and the races took place as announced. The first in order was a sailing race, distance six miles, which was won by the *Pathfinder*, followed in respective succession by the *Gustie*, *Kitty*, *Jessie*, *Warp*, *Thetis* and *Buckshot*. A great deal of excitement attended the next race on the programme, which was for the single scull championship. In the betting Walter Brown had a strong call over the "field," which consisted of Haycock, Tinning and Loudon. Brown was the first to put in an appearance, and took a preliminary pull up the river. He looked the perfection of condition, and rowed bare to the waist, like the Harvards. On falling into line Tinning had the choice of position, Brown second, Loudon third, and Haycock fourth. By over anxiety on the part of Brown and Tinning to get the best of the start, the boats had to be recalled and a second signal given. Brown at once took the lead, followed closely by Haycock and Tinning, Loudon catching a "crab" and tumbling himself into the water, his boat upsidown. A full view of the course could be had from all points, and the struggle between Brown and Haycock up to the stake-boat could be seen to perfection. Brown was the first to turn leading Haycock by three lengths, who, in turn, was a like distance in front of Tinning. Coming down the home-stretch all three exerted themselves to the utmost, though when nearing home Brown eased up somewhat, and allowed Haycock to close up a little. They crossed the score as follows: Brown first in 13 min. 23 sec., Haycock second in 13 min. 40½ sec., Tinning third in 14 min. 3 sec. Loudon was picked up immediately after upsetting, but, of course, withdrew from the race. The distance was said to be two miles, a mistake so palpable as to make comment unnecessary.

The canoe race was next in order, and the two entries previously announced came into line. These were the *Beaver* and the *Coughnawaga*, each one manned by sixteen Indians. A really excitin

race ensued, the Indians in the smaller canoes not in the race yelling and shouting with ear-splitting vigor. The *Coughnawaga* came in first in 22 min. 51 sec., the *Beaver* following about forty seconds later.

The third race was for four-oared outrigger boats, over a four-mile course, for two prizes of \$100 and \$20. Four entries came into line, *Emma*, *Youngster*, *Vampire* and *Stranger*. The *Youngster* was the first to show to the front, though the *Emma*, quickening her stroke, soon collared and passed her. The *Vampire* and *Stranger* withdrew, after rowing a short distance, seeing that their chances of winning were utterly hopeless. At the point of the Island the *Emma* showed a decided lead, which she maintained to the finish, coming in at a clipping gait in 28 min. 25 1/4 sec., the *Youngster* a half dozen lengths in rear, and making the distance in 28 min. 56 sec.

The fifth race was for rigged double sculls, distance two miles, for prizes of \$25 and \$5. Boys of sixteen years and under only were admitted. The *Hornet* and *Forget-me-not* were the only entries. The former easily won in 18 min. 15 1/4 sec., beating her rival 1 min. 15 1/4 sec.

The next race was regarded with an interest unequalled by that which attended any of the other events. Four-oared outriggers competed. The course covered four miles, and the prizes were \$150 and \$100. The *St. John's* boat was the first to show up. Each member of the crew was narrowly watched and criticized, their peculiar style of rowing causing not a little unfavorable comment. They used their arms rather than their bodies, maintaining an almost perpendicular position, with little or no curvature of the spine. They averaged about 40 strokes to the minute. The four entries came into line as follows: *James Walker*, of *St. John's*, N. B.; *West End*, of Toronto; *Forlorn Hope*, of *St. Lambert*; and the *Three Rivers*, of Three Rivers. The *St. John's* and the *Three Rivers* men got the best of the start off, but one of the latter crew breaking an oar a little way up the course, their boat had to abandon the race. The *Paris* crew kept the lead throughout, turning the Island in 14 min. 27 1/4 sec., the *West End* second in 16 min. 23 sec. Near the home boat the *St. John's* men slackened up very perceptibly, and crossed the score with the greatest of ease in 29 min. 47 sec. The *West End* followed in 33 min. 23 sec., and the *Forlorn Hope* in 35 min. 55 sec.

A squaw race, in canoes, here followed. The distance was one mile, and the prize \$30. Two "ladies" made up the field, and an amusing scene indeed they presented. The heroine of the green dress proved victorious, beating her dusky competitor a good half minute.

The last race was for double scull outriggers, distance two miles, and for a prize of \$100. Three boats entered—the *Hornet*, *Oriole* and *Pollywog*. The latter, taking the lead at the jump, maintained it throughout, and came in a clever winner in 16 min. 15 1/4 sec., the *Hornet* second in 18 min. 47 1/4 sec., the *Oriole* third, two distances in the rear.

It is generally understood that another regatta will be held in these waters sometime during the month of September. The *St. John's* men will probably issue another challenge to the world in the course of ten days.

WALTER BROWN states that he has received \$2,000 from the citizens of Boston as a contribution to aid in defraying the expenses of himself and Tyler in their proposed trip to England. It was expected that he would sail on the steamer of the 31st, but, for some reason or other, he still remains in the city. On Sunday both he and Tyler took a pull on the Hudson in single scull working boats. The water was somewhat rough, and Brown experienced no little difficulty in keeping his boat from upsetting. Although unused to rowing in a working boat he said that he thought he could, with time, row a race in one.

WATERS has finished the new paper boat which Hamill intends using in his coming match with Coulter at Pittsburg. It is ten inches deep, thirty-two feet long, and weighs thirty pounds. The betting on this race is thus far in favor of Hamill. At Pittsburg he has the call at odds of 100 to 80.

A DELEGATION from the Schuylkill Navy of Philadelphia, arrived in town on Thursday evening, for the purpose of meeting the members of the Atlanta Club, with reference to making arrangements for the race to which the latter challenged them some three weeks since. It is likely that the race will take place in Philadelphia waters some time about the middle of September. The Atlantas will use, on that occasion, the six-oared shell lately purchased from the Yale University crew. At present it is at Elliot's shop at Greenpoint, having the hole in the side patched up which Lee made with his oar, and the outriggers changed so as to throw the stroke on the other quarter. Tim Donahue is making oars for the boat. They will be square-backed, and from 12 feet 2 inches to 12 feet 4 inches long. We think that the Atlantas will find this length rather excessive. Many people think that Yale owes her late defeat to the fact that her oars were too long, and that her crew was made up of men much heavier and stronger than the Atlanta crew.

THE HARVARD AND THE ATLANTAS.—In response to the feeling of dissatisfaction and the out-spoken jealousy which seem to pervade several of the New York amateur boating clubs in regard to the status of the Harvard International crew in particular and college crews in general, we have authority for stating that any of these clubs can be accommodated with a place in the Boston regatta on the 4th of July ensuing, or in the regatta at Worcester between Harvard and Yale. The extravagant statements "that the students of our New England colleges would be nowhere in a race with such organizations as the Atlanta Club of New York and others" of equal fame, might possibly be disproved somewhat forcibly if these clubs cap conjecture up pluck and enterprise enough to go on to New England, out of which they know the college men never go to row a race. Let them take their place by the side of the Harvards on the Charles River next year, and prove by their actions that they can make good their vaunted paper talk. If their club rules forbid them competing in a race open to all comers where prizes are given by outside parties, let them change all such rules, for they are better broken than kept, and ought not to find place in the books of any organization which lays claim to intelligence and liberality of ideas. The New England people will give them a hearty welcome and fair play.

HAMILL has received the new boat which he intends using in his coming race with Coulter on the 7th inst. It was built by Stephen Roberts, is made of Spanish cedar, 32 feet 2 inches long and 11 inches wide, and weighs in complete trim 27 pounds. It is a singular fact that the hour appointed for the race above mentioned, is that on which the eclipse in the sun will take place. In case this prevents a clear view of the river the race will be postponed until later in the day. Coulter's boat is made of paper and was built by Waters of Troy. It is 12 inches wide, 32 feet long and weighs 33 pounds. Both Hamill and Coulter are training hard, having removed their headquarters to the Upper Monongahela. In the betting Hamill has the call at slight odds.

BOATING AT LOUISVILLE, KY.—The Rehm Boat Club, of Louisville, has given orders for the building of a four-oared shell, to be 45 feet long and 20 inches wide. Stephen Roberts is to build her.

THE Yale College *Courant* attributes the defeat of the Yale University crew in the late college regatta, to their "slow stroke," and advises a change for the quicker. The writer finishes the article thus: "If this (the slow stroke) is the reason, let us, in the name of common sense, change our stroke."

It is announced that Hamill and Wolf are to meet each other in the September regatta at Louisville.

A UNIVERSITY BOAT-RACE SONG.

ADAPTED FROM MOORE.

HARK! as the clocks the quarters chime,
The sound of the sweeping oars in time;
Hark! as the bright, blue blades appear,
The crowd, the cry, and the rolling cheer!
Row, Oxford, row, the stream runs fast,
The Winning-post is near, and the Bridge is past.

See! all the line your flags unfurl;
See! the blue crest upon braid and curl;
Now, for the love of the girls on shore,
Pull, stroke and bow, pull every oar!
Row, Cambridge, row, the stream runs fast,
The Winning-post is near, and the Bridge is past.

Fly on the tide this afternoon!
City and Town will shout for you soon;
City and Town will wish for you there—
Cool heads, stout hearts, and wind to spare.
Row, victors, row, the stream runs fast,
The good "Ship" is here, and the danger's past.
—London Punch.

REGATTAS AND MATCHES TO COME.

AUGUST.

- 7.—Toronto Rowing Association, Toronto, C. W.
- 7.—Hamill and Coulter, five miles, \$1,000, Pittsburg.
- 7.—Columbia regatta, three miles, Elysian Fields.
- 9.—Joseph Walker and Charles McQueney, five miles, \$300 prize, Elysian Fields.
- 10.—McCarthy and Haleday, four miles, Harlem River.
- 18.—Columbia annual regatta, three miles, Elysian Fields.
- 18.—Galvin and Elder, four miles, \$100, Connecticut River.
- 19.—Monaghan and Maynard, five miles, \$100, Harlem River.
- 22.—David and Dermody, five miles, \$100, Port Chester.
- 25.—Inter-university race, Harvard and Oxford, Thames River, England.
- 26.—Merton and Hart, three miles, \$400, Connecticut River.

SEPTEMBER.

- 7.—Regatta of New Jersey Boating Association, three miles, Newark.
- 9.—Regatta of Hudson Amateur Association.
- 12.—Martin and Kinney, two miles, \$100, Port Chester.
- Regatta of Hackensack and Paterson Club.
- Regatta between Atlanta Boat Club of New York and Schuylkill navy, three miles, Philadelphia.
- Atlanta Boat Club and U. S. midshipmen at Annapolis, Md.
- B. Deely and Ed. Smith, Elysian Fields.
- Regatta at Louisville, Ky.

THE NATIONAL GUARD.

BATTALION, THIRTY-SECOND REGIMENT.—On the 24th ult. this battalion, under command of Major Henry Ed. Roehr, undertook something new in the way of military movements; more, we think, to test the marching qualities of the men and their power of endurance than for the purpose of battalion movements, etc. When we received the order which directed the battalion to assemble at 11 1/2 o'clock p. m., we naturally supposed that the time was an error of the compositor. Had the order read for a battalion excursion to College Point, etc., we should have easily understood it. It now appears that the battalion assembled at its armory, Brooklyn, E. D., at about midnight, and marched, via the Maspeth turnpike, to College Point and Stratton, L. I., a distance of fully twelve miles. The men stood the march well, thanks to the frequent halts and bountiful supply of lager which followed in the wake of the army of one hundred and fifty men. Although the tour was over a dusty road, the men during the whole march, which was at a route step, preserved discipline, and the commander kept them well in hand. At about 6 o'clock a. m. on Sunday the battalion arrived at College Point, and soon thereafter was dismissed, and reassembled at 9 o'clock a. m. for drill; but, after formation, it was found the men were too tired for battalion movements, and the simple ceremony of guard mounting took its place. This consumed but a short time, and the remainder of the day was spent as best suited the inclinations of the men. At 5 o'clock the battalion, after a hearty day's enjoyment, embarked on the *Neversink* and was transported to Brooklyn. The trip was original among National Guard organizations, and one which few could or would undertake, the hardships far exceeding the pleasures; which would scarcely satisfy the larger portion of the members of the Guard. The Thirty-second battalion, though young in years, is full of military ardor, and is composed of sturdy Germans, who sometimes undergo any number of hardships for the sake of obtaining pleasures of short duration.

FIFTY-FIFTH REGIMENT.—Few organizations in the division have made such progressive strides in the way of increase of members, improvement in discipline, and general excellence, as the old "Garde de Lafayette." Under the new régime introduced by its worthy colonel, lieutenant-colonel and active adjutant, the regiment has been changed from a state of chaos to perfect order. Matters now begin to assume their proper shape, and every internal arrangement of the "Garde" moves in perfect harmony; which we trust will long continue. The Fifty-fifth, like many other regiments of the division, has procured new, showy uniforms, and the contrast to its former parti-colored outfit is most striking; and we may observe, in passing, few regiments made a finer show on the occasion of the last division parade. All its efforts at improvement deserve praise; but at the same time we would advise the officers and members of the regiment to endeavor to advance in discipline, for which there is still abundance of room. Let them never rest until the regiment is classed among the foremost in the National Guard. The roster of field officers of the regiment is now complete, Captain F. A. Schilling, of Company D, having been elected by a unanimous vote to the position of major. The new major is considered a most competent officer, and was the senior captain of the regiment; his election was in regular order, and fully illustrated the harmonious feelings of the regiment. The newly organized company (I), Captain Ingebrand commanding, of which we spoke recently, is rapidly recruiting, Lieutenant Blascenger having himself recruited over twenty-eight men (not on paper). He is still working hard in the same line, and hopes, with the exertions of others, to be able to turn out some sixty men on the anniversary of the regiment, on the 6th of September next.

This regimental anniversary, by the way, will be, from what we can learn, a memorable day in the history of the organization. The festival will be held at the East River Park, foot of Eighty-fourth street, and will continue day and night. Dancing, of course, will be the principal feature; and among the attractions of the evening will

be an illumination of the park with calcium lights, etc., and an exhibition of the fine qualities of the regimental band and drum corps.

TWENTY-FIFTH REGIMENT.—This regiment visited Camp Corning near Buffalo, August 21, for regimental target shooting. Each company was provided with a handsome target, bearing the following inscription: "First Annual Target Practice Twenty-fifth Regiment N. Y. S. G." In the centre, directly upon the bull's eye, was the letter of the company, and at the lower end of the target was the name of the different captains. Company A, Jacob Heinmuller; Company B, J. M. Kimball; Company C, Captain W. L. Thompson; Company D, Frank A. Shumacher; Company E, George Held; Company F, John Cromers; Company G, Daniel O'Sullivan; Company H, M. J. Severance; Company I, Captain Joseph Fisher; Company K, Captain G. Krank. After arrival at Camp Corning, arms were stacked, and a rest of some minutes took place, during which time preparations were made for the exercises to be indulged in. There were eleven targets, one for each company, and one for the regiment, at which the best shot in each company shot. Everything progressed in the best of order. There was a battalion drill and dress parade previous to returning to town.

SEVENTH REGIMENT.—The members of Company E and of the Veteran Association of the "old Fifth" will celebrate the anniversary of the company, on Tuesday, the 10th inst., by an excursion to the "Richmond Club" grounds, New Dorp, Staten Island, the camping ground of our regiment in 1860. The company will assemble at the armory, in full fatigue (white pants), at 7 1/4 o'clock a. m. and embark at the foot of Eighth street, E. R., at 8 o'clock, on board the steamer *William Fletcher*, which will land at the club grounds. In the afternoon the company will take a special train for Tottenville, and will be received by the members of the Manhattan Club (who have invited it to visit them), and escorted to their club grounds. After receiving the hospitalities of the club, the company will embark on the steamer from the foot of Twenty-third street, N. R., arriving about 8 o'clock, when it will be received by the Fauch company and escorted to the armory.

FIRST DIVISION.—Major-General Shaler has issued the following circular, dated New York, July 26th:

The subjoined resolution of thanks, with letter transmitting the same, is hereby promulgated to this command:

HEADQUARTERS OF THE SOCIETY OF THE ARMY OF THE POTOMAC,
NEW YORK, July 15, 1869.
Major-General Alexander Shaler, commanding First Division N. G. S. N. Y.

GENERAL: On behalf of the Society of the Army of the Potomac, I have the honor to transmit the enclosed certified copy of a resolution of thanks to you, and to the officers and men of your division, which was passed at the meeting of the society held in this city on the 5th of July. I am, general, very respectfully, your obedient servant,

At a meeting of the Society of the Army of the Potomac, held in the City of New York, on the 5th day of July, 1869, on the motion of Major-General George G. Meade, U. S. A., it was Resolved, That the thanks of this society be extended to Major-General Shaler, commanding the First division of the National Guard of the State of New York, and to the officers and men of his division, for the very handsome review with which they complimented us; and that we congratulate them on the evidences of discipline and drill exhibited by them on that occasion.

P. H. SHERRIDAN, Lieutenant-General, President.
Attest: W. C. CHITACI, Corresponding Secretary.

By order of Major-General Alexander Shaler.
JOHN FOWLER, JR.,
Colonel, Assistant Adjutant-General, and Chief-of-Staff.

FIFTH REGIMENT.—It seems quite inconsistent, as viewed in a military light, for a drum corps to undertake the practice of marksmanship, or to make an excursion for target practice; but among our German National Guardsmen this custom has become so universal—for target-shooting is one of the Teutonic specialties—that even commissioned officers frequently make excursions in a body for a like purpose; and, moreover they always succeed in having an enjoyable time, and making sometimes very good practice. The drum corps of the Fifth have always been considered an "institution" in the regiment, and whatever the corps undertakes, be it target practice, competitive drum beating, or a social ball, it invariably meets the hearty co-operation of the officers of the regiment, and with their and other aids, and their own vitality, the affairs of the drummers have always terminated successfully. On Monday last the drum corps made its annual excursion to Funk's Union Park, at the foot of Sixty-third street, E. R. Drum-Major Charles Berchet was in command, and the non-commissioned officers of the regiment, under Sergeant-Major Domis, acted as escort. At about 9 o'clock the corps and escort, accompanied by the Twelfth regiment band, under Bandmaster Otto, left the armory, in Heister street, and, after a short march, proceeded by car to the park, where they arrived at shortly before 11 o'clock. The men were then dismissed, and soon after lunch was served. The drummers and their friends then scattered over the grounds and enjoyed themselves with dances and other sports for which the grounds afforded opportunity. At a little after 1 o'clock the corps assembled for the target practice, which continued until late in the afternoon, when the regular dinner was served, to which the whole party, including invited guests, sat down. Several hours were here spent, amid a plentiful flow of Rhine wine and lager, the favorite beverages of the Germans. At the termination of the dinner the prizes were distributed, and although they were both numerous and valuable the drummers proved to be such excellent marksmen that the prizes fell short; but this was afterward satisfactorily arranged. The evening was merrily spent, the festivities continuing until a little past midnight. The guests of the drum corps were numerous; among them Brigadier-General Burger and a portion of his staff; Colonel Lux, of the Eleventh; Lieutenant-Colonel Hillenbrand, commanding Fifth regiment; also Captains Bruer and Harmann, Lieutenants Lamb and Wellencamp, and many others of the Fifth and other regiments. Sergeant Geo. Fluhr, of Company B, received the first prize. Major Smith was chief in charge of the excursion. Drum-Major Berchet was attentive and inspiring, the corps happy, and the whole affair a pleasant success.

Since writing the above, we have received a note from Major P. F. Smith, of the Fifth regiment, in which he says that, "by an error of calculation, Drum-Major Charles Berchet was deprived of the first prize. After carefully remeasuring the targets, it appears that the first prize and also the medal belongs to him."

SIXTY-NINTH REGIMENT.—Company A, of this regiment, Captain Brennan commanding, on the 31st ult. made an excursion to New Haven by invitation of the Emmet Guard. The company, some fifty strong, accompanied by the full regimental band and drum corps, embarked on the board the steamer *City of Elm* at 3:30 o'clock p. m. On arrival at New Haven the company was received by the Emmet Guard and several other military and civic bodies of the city, and escorted to the armory of the Guard. On Monday the Company was entertained by its friends at Hamilton Park, and during the day over 5,000 persons visited the grounds. Governor Jewell reviewed them in the morning, and the festivities continued until a late hour

in the evening, the company returning home by the 11 o'clock boat, and arriving in this city on Tuesday morning last. The trip was thoroughly enjoyed by the command, and its treatment by the Emmet Guard during its stay in New Haven was most hospitable. On Wednesday last, Company I, Captain Browne, held its annual picnic at Bellevue Garden, foot of Eighth street, East River. The members of the company and its friends turned out in full force, and the festivity was continued until a late hour of the night.

SEVENTY-FIRST REGIMENT.—The Veteran Association of this regiment, on the 21st ult., (the anniversary of first Bull Run), held its second quarterly meeting at the establishment of Major Walcott, No. 141 Fourth avenue, Colonel Martin presiding. Some few changes were made in the Constitution in regard to elections, etc., and some twelve new members elected. Ex-Captain Seymour A. Bunce was then elected as permanent Secretary of the Association, and ex-Captain O. P. Smith, Treasurer. The subject of badges for the members being then introduced, several designs were exhibited, one of which was, after some little discussion, adopted. The design is a wreath of oak leaves surrounding a Greek cross, with acorn points. The upper portion of this cross bears the figure "71," the sides the letters "N." and "G." and the center the letter "V." The clasp or fastening pin is in the shape of a Roman bundle of fasces, with its axe. The badges will be of gold and enamel, the wreath green, cross white outlined with black, figures, letters and mountings blue, all handsomely enamelled, the whole forming a very neat, elegant and appropriate badge. At the conclusion of the meeting the members adjourned to partake of a fine collation offered by Major Walcott, whose premises they are compelled to occupy during the repairs to the regimental armory. A few hours were then spent in social conversation, this being one of the pleasantest meetings yet held by the Association.

FORTY-SEVENTH REGIMENT.—Company E, of this regiment, Captain Cornell commanding, has introduced target-practice among the companies of the regiment, and it is proposed to make an excursion to Bay Ridge for this purpose. Several companies, we learn, have expressed a desire to participate in this excursion, among them A and B, thus forming a battalion. Target-practice is an important feature of military service which has been neglected by the greater part of our National Guard regiments. Many a member of a regiment who understands perfectly the proper method of handling a musket, seldom, if ever, has occasion to fire it off, particularly at a mark. Colonel Austin, we understand, is in favor of target-practice; and we see no reason, now that one company has led, why the whole regiment should not follow, and next month parade for target-practice at Bay Ridge—or perhaps the grounds used by the Twenty-third regiment this spring, adjoining Prospect Park, would be more accessible. But, by all means, let the regiment have target-practice at least once a year.

Nothing new has transpired in regard to the visit of the Second Connecticut regiment to Brooklyn, as guests of this regiment, and we presume the matter will now lay over until next season.

SIXTH REGIMENT.—On Tuesday last Company A, of this regiment proceeded to Karl Park for target practice. The company formed at regimental armory, Centre street, at 8 p. m., and about 40 strong marched, headed by the regimental band, to Peek slip and there embarked on board the Harlem steamer. On arrival at Harlem the company marched to the park, arriving there at half past 10 o'clock. After lunch, the target practice was proceeded with, and continued until late in the day, the many guests of the company indulging meanwhile in an inspection of the sight that this park affords, the Hermit's cave, etc.; and of course there was dancing. Toward evening dinner was served. At the conclusion of an ample repast, the prizes, which consisted of watches, five and ten dollar gold pieces, orders for furniture etc., were distributed by Captain Max Zenn, the popular commander of Company A. This over the members of the company and its guests continued their enjoyment, which chiefly consisted of dancing, until long past the hour of midnight. The officers of the company attended well to the comfort of the guests among whom were Colonel Joel Mason, Lieutenant-Colonel Schwartz, Surgeon Vanderschmidt, Adjutant Kenney, Captains Bloom, Zenn, Hutemann, Lieutenant Schenfield, and Sergeant-Major Koch; the latter being among those who offered a valuable prize. The whole affair was well managed, and reflected credit on the company.

THIRTEENTH REGIMENT.—Company C of this regiment, Captain A. W. Powell commanding, will proceed on an excursion to Hillside Grove, on the Hudson, on Tuesday next, the 10th inst. The steamer *Gladiator* and barge *Rhinebeck* will leave foot of Fulton street, Brooklyn, at 9 o'clock. A pleasant time is anticipated.

BREVETTED.—Adjutant Fred. J. Karcher, of the battalion of the Thirty-second regiment, has received from the commander-in-chief a brevet as captain, for services in the late Rebellion. Captain Karcher, we learn, has an excellent war record, and is an active and intelligent adjutant.

SIXTY-FIFTH REGIMENT.—This regiment was inspected, during the week, at Buffalo; the right wing, composed of five companies, on the 4th inst., and the left wing on the 6th inst.

OTHER STATES.

CONNECTICUT.—The First brigade Connecticut National Guard will go into camp by regiment as follows: First regiment, Colonel B. F. Prouty commanding, August 23d, for one week, at Wethersfield inspection, Wednesday, August 25th—review, Thursday, August 26th; Third regiment, Colonel James J. McCord commanding, September 13th, for one week, at Norwich inspection, Wednesday, September 15th—review, September 16th. The Third regiment Connecticut N. G., to which the Hartford City Guard is attached, will camp in Norwich, near the grounds of the Norwich Free Academy, on the 13th of September. The New Haven Light Guard made an excursion on Wednesday, 28th ult., around Faulkner's Island, stopping at the Branford Point House. The Second regiment Connecticut N. G., will probably accept the invitation of the New York Forty-seventh, to visit them. Colonel Prouty, of the First Connecticut N. G., has received orders to go into camp with his regiment on the 23d of August. Wethersfield will probably be the place.

His Excellency Governor Jewell, has appointed Colonel James J. McCord of Norwich, Lieutenant-Colonel E. E. Bradley of New Haven, and Charles T. Martin of Hartford, a commission to examine the military equipments of the State, and condemn such as are deemed unfit for service. Governor Jewell has promised to visit New Haven on the 5th of August, to review the Emmet Guard and their military guests from New York. It is reported that the First Regiment Colonel Prouty, will go into camp the last week in August, probably in East Hartford or Wethersfield. The Norwich Light Infantry, have voted an excursion to Rock Point, July 29th.

MASSACHUSETTS.—The military company of Chelsea, long known as the City Guards, Company H, First regiment Massachusetts Volunteer Militia, commanded by Captain J. H. Perry, has given place to a new company called the Chelsea Veterans, Company H, First regiment Massachusetts Volunteer Militia, composed wholly of men who have been in the Army. The former company having become so reduced in numbers as to be in danger of losing its charter, a trial was made to fill up the ranks with men who had seen service. A meeting of the Veterans was called, at which it was determined to form a purely veteran company, which could only be done by the members of the City Guards resigning their charter, the officers also resigning their commissions, which was finally done. The election of officers took place July 26th, resulting in the choice of Captain James P. Wade, vice J. H. Perry, resigned; First Lieutenant Henry T. Holmes, vice Henry Wilson, resigned; Second Lieutenant Rufus T. Sparks, vice Edwin L. Wade, resigned.

The following officers have recently been commissioned in the Massachusetts Volunteer Militia:

First assistant inspector-general with rank of lieutenant-colonel, John Morrissey, of Plymouth, July 29, 1869.

First regiment, Company H, Captain James P. Wade, of Chelsea, July 27, 1869, vice John H. Perry, discharged; First Lieutenant Henry T. Holmes, of Chelsea, July 27, 1869, vice Henry Wilson, Jr., discharged; Second Lieutenant Rufus T. Sparks, of Chelsea, July 27, 1869, vice Edwin L. Wade, discharged.

Second regiment, Company H, Second Lieutenant Samuel F. Edwards, of Northampton, July 26, 1869, vice W. S. Loomis, discharged; Company D, First Lieutenant Chester H. Ballard, of Chicopee, June 18, 1869, vice D. W. Donaldson, discharged; Second Lieutenant Wm. C. Tracy, of Chicopee, June 18, 1869, vice Ballard, promoted.

Seventh regiment, Company E, Captain John W. W. Marjoram, of Boston, June 21, 1869, vice H. J. Hallgren, discharged.

Third Battery of Light Artillery, Second Lieutenant Charles W. Reed, of Boston, July 20, 1869, vice George W. Barrett, discharged.

Resigned and Discharged.—Second regiment, Company E, Captain Treck A. Francis, of Pittsfield.

Fifth regiment, First Lieutenant and Quartermaster Daniel W. Lawrence, of Medford.

Second battery, First Lieutenant and Assistant Surgeon Clarence E. Howard, of Boston.

The uniform recently adopted by the field and staff of the First Massachusetts regiment is as follows: Cap of black leather, of the "French chasseur" pattern, trimmed with gold braid in front and rear, and gold tassels at side. Gilt ray in front of the cap with figure 1 in the centre, and a small gilt shield above the ray. The caps of the field officers are mounted with a white aigrette or heron plume, those of the staff with a white fountain plume. The coat is a cadet gray cloth, similar to those worn at West Point, and is cut in the "dress" or swallow-tail style, with three rows of gilt buttons on the breast. A double row of gold braid, on a ground of black silk, extends across each set of buttons in the form of a tie, terminating in a "trefol" at the outside lines of buttons. The collar, sleeves and skirts are trimmed with heavy gold "blocks" of lace and buttons, and the facings of the skirts are looped back with a star of gold bullion. The pants are of the same cloth as the coat, with gilt stripe, one inch wide, for field officers, and black velvet stripe with gold lace on each edge for staff officers. The uniform of the line officers differs principally in the absence of the gold trimming on the coats, and in their wearing a pompon on the cap instead of a plume. Epulettes of gold bullion, with the insignia of rank, are worn by all officers.

Owing to the delay in procuring new uniforms the date of the annual encampment of the Third brigade M. V. M., General Chamberlain, is postponed to September 14th. The location of the encampment has not yet been determined. A full military company of sixty-four men was formed at Haverhill on Wednesday, the 28th ult. They elected the following officers: Captain, C. F. Messer; First Lieutenant, D. W. Hammond; Second Lieutenant, E. G. W. Cartwright.

The Thirtieth Massachusetts Regiment Association held its second annual picnic at Harmony Grove, in South Framingham, July 29th. The afternoon was spent very pleasantly in rambling among the trees, sailing on the lake, dancing, singing, etc.; and in the afternoon a meeting was held in the grove, at which the following were elected officers for the ensuing year: President, Colonel S. H. Leonard; Vice-Presidents, C. H. Hovey, John H. White, Henry Whitcomb; Secretary, Charles E. Davis, Jr.; Executive Committee, David Whitson, S. C. F. Seabury, E. F. Rollins, J. W. McCrea, C. E. Horn, J. S. Bacon, William Barnes, Chandler Robinson. The old members of the Thirtieth regiment formed by companies and had a dress parade, about one hundred and fifty appearing in line.

PENNSYLVANIA.—The First Pennsylvania Cavalry, Pennsylvania Militia, is the title of a new military organization recently formed in Philadelphia. Its officers are—Colonel, Wm. Frishmuth; Lieutenant-Colonel, Asher S. Ledy; Majors—First, Louis Wanner; second, Theodore A. Zimmerman; third, not yet elected; Captains—Company A, John McBride, Frankford; Company B, George Flack; Company C, Wm. Trout; Company D, Jacob Kelfer, Philadelphia, and Company E, John McKirley, Frankford. Other companies are being formed, the organization intending to embrace the whole State. All of the members are veteran soldiers.

RHODE ISLAND.—The First Light Infantry of Providence have voted to make an excursion to New York City in October. They are to have a reception by Companies B and D of the Twenty-third regiment. The Providence Marine Artillery, one of the crack companies of that city, made an excursion to Hartford, Conn., on the 6th of August.

CHANGES IN THE NATIONAL GUARD.

GENERAL HEADQUARTERS, STATE OF NEW YORK,
ADJUTANT-GENERAL'S OFFICE, ALBANY, AUG. 2, 1869.

The following-named officers have been commissioned by the Commander-in-Chief in the National Guard, S. N. Y., from July 10, 1869, to July 31, 1869:

ELEVENTH BRIGADE.

Theodore Linington, aide-de-camp (first lieutenant), with rank from July 9th, vice S. Gilbert Evans, promoted.

TWENTY-FIFTH BRIGADE.

James M. Connolly, aide-de-camp, with rank from June 30th, original.

William H. Briggs, surgeon, with rank from June 10th, vice W. M. Fleming, promoted.

FIRST REGIMENT OF CAVALRY.

John H. Timmerman, adjutant, with rank from July 10th, vice W. H. Middendorf, resigned.

THIRD REGIMENT OF CAVALRY.

Augustus Funk, captain, with rank from May 26th, vice Henry Clauser, Jr., resigned.

John W. Haaren, captain, with rank from May 31st, vice Henry Wohlmann, deceased.

Henry Schiessendick, second lieutenant, with rank from May 31st, vice John W. Haaren, promoted.

FIRST REGIMENT OF INFANTRY.

Alexander D. Bailey, first lieutenant, with rank from July 11th, vice F. M. Clark, resigned.

William H. Hoffman, second lieutenant, with rank from July 11th, vice S. Carson, Jr., removed from district.

FIFTH REGIMENT OF INFANTRY.

Henry Engel, first lieutenant, with rank from June 26th, vice John M. Hein, resigned.

SIXTH REGIMENT OF INFANTRY.

Edward B. Kiny, adjutant, with rank from June 1st, vice Wm. Barthman, declined.

ELEVENTH REGIMENT OF INFANTRY.

George J. Dambman, first lieutenant, with rank from May 27th, vice Frederick Bauman, resigned.

John Hoffman, second lieutenant, with rank from May 27th, vice George J. Dambman, promoted.

TWENTY-THIRD REGIMENT OF INFANTRY.

Charles S. West, second lieutenant, with rank from June 7th, vice Henry S. Manning, promoted.

TWENTY-FIFTH REGIMENT OF INFANTRY.

Joseph Fisher, captain, with rank from June 11th, vice William Blaisle, resigned.

Frederick Gombel, first lieutenant, with rank from June 11th, vice Fisher, promoted.

Charles Schiesler, second lieutenant, with rank from June 11th, vice Frederick Gombel, promoted.

George Nicholas, second lieutenant, with rank from March 23d, vice William Gramer, resigned.

FIFTY-FOURTH REGIMENT OF INFANTRY.

John A. Reynolds, colonel, with rank from June 14th, vice Chas. H. Clark, promoted.

Thomas L. Grant, captain, with rank from July 19th, vice Andrew J. Hatch, resigned.

George A. Wallace, first lieutenant, with rank from July 19th, vice Thomas L. Grant, promoted.

Everett C. Bradstreet, second lieutenant, with rank from July 19th, vice Wm. V. Clark, promoted.

FIFTY-SIXTH REGIMENT OF INFANTRY.

August Fischer, captain, with rank from June 10th, vice Cornelius J. Bergen, resigned.

Franklyn Colt, first lieutenant, with rank from July 12th, vice H. G. Wood, promoted.

William H. Peck, second lieutenant, with rank from July 12th, vice Charles Martin, resigned.

SEVENTY-FOURTH REGIMENT OF INFANTRY.

Charles J. Wing, lieutenant-colonel, with rank from June 7th, vice Thomas J. Hines, resigned.

James A. Gault, major, with rank from June 27th, vice Charles J. Wing, promoted.

Andrew Fuller, second lieutenant, with rank from June 16th, vice Wm. M. Bean, resigned.

SEVENTY-NINTH REGIMENT OF INFANTRY.

Joseph Ross, captain, with rank from June 17th, vice John McInnes, resigned.

William S. Montgomery, captain, with rank from June 9th, vice Robert Campbell, resigned.

NINETY-SIXTH REGIMENT OF INFANTRY.

Frederick Snyder, first lieutenant, with rank from June 7th, original.

Antonio O. Jones, second lieutenant, with rank from June 7th, vice Frederick Snyder, promoted.

RESIGNATIONS.

The following resignations of officers have been accepted during the same period:

BATTALION OF CAVALRY, TWENTY-FOURTH BRIGADE.

Major Loren H. Crofoot, July 30th.

BATTERY OF ARTILLERY, FIFTH BRIGADE.

Second Lieutenant David Donald, July 16th.

FIFTH REGIMENT OF INFANTRY.

Captain Henry Scharch, July 31st.

SEVENTH REGIMENT OF INFANTRY.

Surgeon E. B. Dalton, July 16th.

ELEVENTH REGIMENT OF INFANTRY.

Second Lieutenant Charles Ihle, July 31st.

FOURTEENTH REGIMENT OF INFANTRY.

Colonel E. B. Fowler, July 16th.

TWENTY-THIRD REGIMENT OF INFANTRY.

Second Lieutenant Franklyn Colt, July 17th.

TWENTY-FIFTH REGIMENT OF INFANTRY.

First Lieutenant Matthew J. Finn, July 27th.

TWENTY-EIGHTH REGIMENT OF INFANTRY.

Colonel Casper Urban, July 16th.

THIRTY-SIXTH REGIMENT OF INFANTRY.

Captain Albert L. Gleason, July 12th.

FIFTY-FOURTH REGIMENT OF INFANTRY.

Captain Andrew J. Hatch, July 17th.

SIXTY-NINTH REGIMENT OF INFANTRY.

Captain Thomas Stanley, July 31st.

SEVENTY-FIRST REGIMENT OF INFANTRY.

First Lieutenant H. H. Parkin, July 16th.

EIGHTY-THIRD REGIMENT OF INFANTRY.

Captain Alonzo Ladd, July 23d.

ONE HUNDRED AND THIRD REGIMENT OF INFANTRY.

Second Lieutenant Jesse W. Amaden, July 31st.

FLOOD IN TEXAS.

To the Editor of the Army and Navy Journal.

SIR: We have reliable information that the Medina, at Castroville, is falling eight to twelve inches each twenty-four hours, and if it continues to fall at this rate, that river can be crossed with wagons about Saturday or Sunday next. The Nueces, it is thought, will hold out with the Medina, and perhaps keep up longer. The whole country west of the outskirts of San Antonio, to Rio Grande, has been flooded. At Dhanis the water is two to three feet deep in the houses; Quili had an avalanche of water in the night. Beside the destruction of these towns there has been great loss of young stock, the poor things being confined in the pens. The losses immediately here fall upon a few individuals. Altogether this flood marks an epoch in the history of this section, and is another instance of the swift destruction that sometimes overwhelms vast regions of country and from which, in some form or other, it would seem no part of the globe is absolutely exempt. J. J. M.

SAN ANTONIO, TEXAS, July 18, 1869.

NAPOLEON III.—A NEW BIOGRAPHY.

THE Paris correspondent of the London *Star* writes, under date of July 21st:

"The event of the hour is the biography of Napoleon III., which will appear in a few days, by Louis Ulbach, better known under the pseudonym of 'Ferragus,' editor of *La Cloche*, which scarlet-bound weekly pamphlet has replaced the flame-colored and fiery *Lanterne*. 'Ferragus' begins by a description of the sovereign's physiognomy. 'The head,' writes Louis Ulbach, 'would indicate obstinacy, were not persistence in hesitation revealed by particular signs. The forehead is clouded; the eyes sweet, dull, of a hue peculiar to China, implying more imagination than judgment, and yet more dreaminess than imagination; the pupil has the dull tint of the wing of a blue butterfly, and possesses a misty hue; the nose is long, prominent, and indicates no vivacity. I do not like a statesman to wear moustaches, especially such long ones as those of his Majesty. By concealing his mouth he easily hides the impotence of his smile and the weak point in his thought. Moustaches are too often adopted by people whose characters are void of any originality. You will never see them worn by men of genius.

"Louis Ulbach next explains the well-known mystic tendencies of Napoleon's mind. He reminds his readers of an engraving which had a great success at the time of its appearance. The subject of the print was the first Emperor in the clouds, hovering over the weeping willows of St. Helena, leaning toward his son, while France, in tears, with uplifted arms, turns for help to this Olympus. Prince Louis Napoleon had a vision of this in his childhood. Educated by a devoted mother, who imparted a certain degree of romance to his studies and to his regrets; who mingled the sound of the harp of which he read in Ossian, with his boyish games; having been brought up without a virile instructor, who would have imparted force to his political idea, which were too easily imbued with sentiment, he interpreted, according to his education, according to his feminine *entourage*, according to his temperament, the legend of which he was the heir, and he converted it rather into a mystic religion than into an opinion. He repudiated the man of the *redingote grise* of the Colonne Vendôme; and as soon as he could do as he pleased, he placed in its stead, an almost deified Napoleon.

"The description given by Béranger in his song was not calculated to produce any effect on the mind of the man who only views modern realities through a Utopia, and who consented to his own apotheosis, how to be seen on the recently built wing of his palace, wherein he is represented with uncovered legs, his head crowned, and, in fact, as a demigod. Unswerving in his gentle obstinacy (Queen Hortense, as you will remember, always called him 'le doux entêté'), Napoleon III. endeavors to realize the life he dreamt of when a prisoner at Ham, and if reality compels him at times to make concessions, reality has not effected any essential modifications in the worship of which, for the common good, he wishes to be at once the idol and the high priest.

"The Emperor, according to 'Ferragus,' is not only a mystic, he is also a fatalist. The President of the Republic, when inaugurating in 1849 the Chartres line of railway, drank a toast to 'Faith,' and in reply to an address from the Senate, in 1855, he said: 'I have no fear of assassins; there are existences which are the instruments of the decrees of Providence. Until my mission is fulfilled I am not in danger.' From these sketches of inner character, Ulbach passes to external indications, and relates the following incident: 'A writer, whose name could be cited, travelling in Italy, discovered in the visitors' book the name and profession of a wayfarer. The traveller—*Luigi Napoleone conspiratore*. The signature, which still exists, is it genuine? Was it written as a joke by some one who thus *naïvement* defined the functions of the Emperor's nephew, or was it inscribed by the latter, who, at the date of the inscription, was fighting against Austria, and thus revealed himself in the only confidence he ever made in his life?

"However that may be, on the throne as in exile, at the Tuileries as in the fortress of Ham, the acts of Napoleon assume a mystery and a prestige which bear the stamp of conspiracy. It is not alone the result of education; it is the natural characteristic of his temperament. Men who are timid with women have at times brusque and sudden outbursts. They only throw off their habitual reserve to startle the world by thunderbolts." I have but time for one more quotation: "The Emperor does not like discussion. He listens without answering. He in-erro-gates in order to prepare his reply, but not to receive advice. It is often at night that he makes up his mind, and as soon as he awakes he writes to dismiss a minister or issue a manifesto. He believes in himself—which is strength; but in himself alone—which is weakness. Nevertheless, he is ac-

cessible to all modern ideas, against which he never raises an objection."

EFFECTS OF LIGHTNING.

WE mentioned at the time of the occurrence, a catastrophe which marked the storm May 7th, at the camp of Chalons. The Academy of Science has since received highly interesting communications on the subject from Marshal Vaillant, in a letter addressed to him by Lieutenant-Colonel Weynaud, of the French Engineer Corps. Captain Lacroix, the officer who was killed by lightning on the occasion alluded to, inhabited a tent striped blue and white. The rain was falling in torrents at the moment the electric fluid struck. Although the captain's death was not discovered until the morning after, there could be no mistake as to the time or cause of death, the violence of the shock having been more or less felt by the whole battalion. The victim was alone in his tent. When his orderly entered in the morning, he found his master lying on the ground, face upwards, convulsively holding a metal candlestick in his right hand, and pressed against his breast. The ground bore marks of the captain's having pirouetted, or spun round, before falling, while attempting to move toward the entrance. He wore his uniform trousers, a plain paletot, and his treble-laced kepi. From the pole of the tent there hung a fowling-piece, in a case, and his sabre. The pole was rather distant from the iron bed, and none of these metal arms seemed to have been touched by the fluid. The tent was closed, and the opening buckled both inside and outside. The two iron bolts by which the pole was fixed to the ridge-piece that supported the canvas-roof, had a piece of leather under them. One of these pieces was lacerated, and from this point a long line, about half an inch in breadth, might be traced along one of the blue stripes, the color of which had been completely destroyed. This line descended in a slight zigzag, to the point where it met one of the seams, which it followed for the space of about a foot and a half, and then suddenly started off to one of the buckles, where it made a hole. Two other perforations were found, one answering to the leather thong fitting into the side tent. The outer buckle was found outside, at a distance of twenty paces. Three burns on the captain's forehead seem to answer to these three holes. His kepi was burned off, the gold lace undone; his watch had stopped at 53 minutes past 7, and a beginning of fusion was remarked on it. The purse had not been touched; the paletot, shirt, and upper part of the trousers were burned along a line marked on the body, and on which a wound was found, having the shape and size of the buckle found twenty paces off.—*Galignani*.

FREIGHT CONVEYED OVER WIRES.

A RAILWAY without cuttings, embankments, tunnels, viaducts, or bridges, no matter how hilly the country to be traversed—such is the definition given by Herapath's *Journal* of an invention now in use in Leicestershire, England. The wire tramway provides a simple and cheap substitute for a line of rails, and is of great service where, from the scarcity or intermittent character of the traffic, or the engineering difficulties of the ground to be got over, it is either not expedient or impossible to go through the expensive process of forming a local railway. For the wire spans over and evades obstacles in place of burrowing under or levelling them, and will perform its task as easily along a rugged tract of country as on the smoothest road. The experiment being now prosecuted with complete success between some Leicestershire stone quarries and a railway station three miles distant, consists of an endless wire rope, supported on a series of pulleys carried by substantial posts, which are ordinarily about one hundred and fifty feet apart, but the interval between which may be greatly extended, as is shown in one case where the span from post to post is six hundred feet. One of the ends of this rope passes round a Fowler's clip drum, worked by a portable steam-engine, and this drives the rope at a speed of six miles an hour. Boxes are hung on the rope at the loading end near the quarries by a pendant which is ingeniously arranged to preserve a perfect equilibrium, and at the same time to pass without hindrance over the supports. Each of these boxes carries one hundred-weight of stone, and the delivery is at the rate of two hundred boxes, or ten tons, per hour for the three mile distance.

Already wire tramways on the Leicestershire model are in course of erection in France, Italy and Spain. Negotiations are on foot, too, between the Turkish Government and the engineers in London, and it is not improbable that this generation may see goods carried by wire as commonly as messages. The tramway is, indeed, not unlike an exceedingly stout electric telegraph; and there is something almost droll in the sight

of a regiment of well-laden trucks or boxes passing gravely along it at stated intervals, and at a regular pace, much as if they were at aerial drill. The most important point in Mr. Hodgson's invention is his method of passing the points of support, which consists in so curving the frame of the truck or box as to make the centre of gravity come under the rope. So admirably is this managed that some of the leading engineers have been discussing, quite recently, the possibility of constructing a stout wire tramway between Dover and Calais, which should be supported from a line of pillars sunk in mid-ocean and along which passengers could be conveyed. The cost would be comparatively small, and suspensory trains could, it is argued, be dispatched across the Channel without difficulty or danger.

It should be stated that where heavy loads must necessarily be carried, a pair of stationary supporting ropes, with an endless running rope for the motive power, are employed, and that by these means as many as a thousand tons per day can be easily conveyed. The cost of erecting these tramways in England, and of supplying motive power and rolling stock, is from \$250 a mile for carrying fifty tons a day, in boxes holding half a hundred-weight each, to \$1,500 a mile for one of the double rope lines, to carry one thousand tons a day, in boxes or trucks holding six hundred-weight each. For all districts where there is traffic, but where it would not pay to construct a railway, the wire tramway is particularly applicable, and, as will be readily understood, wherever there is standing room for posts, there a line can be erected. A recent application from traders in copper for putting up one of them, which should run through an African forest, and over an African jungle down to the coast, illustrates the varied circumstances under which the new system of transport may be applied.

ADMIRAL FARRAGUT IN SAN FRANCISCO.

A VAST crowd of people assembled at the Central Pacific Depot, yesterday afternoon, to witness the arrival in the city of Admiral Farragut, the hero of New Orleans and Mobile, who it had been ascertained, was in the train due at 1:30 P. M. As the locomotive leading the train appeared in sight at that hour, the *Union Boy*, under command of Captain Siddons, spoke loudly in a salute of twenty-one guns. On the arrival of the train the Admiral, who was accompanied by his wife and a lady friend, was received by Mayor Swift and other Sacramentoans. As he emerged from the car the crowd gave him three hearty cheers, and then three more "for the frigate *Hartford*." The distinguished traveler returned his thanks in brief remarks, expressing his appreciation of the honor conferred. He reminded his hearers that several years ago he had been a resident of California, and congratulated them upon the many improvements which had taken place in the city and State during the years which he had been absent. So far, Sacramento was the only place he had seen while on his present trip which reminded him of California as he remembered it. He hoped to be able in a few days, to return to the city and spend a few days with his friends here, but at present he could but briefly thank them for their cordial welcome. At the conclusion of his remarks he was assisted to a carriage and conveyed to the Arcade Restaurant, where in due season the admiral's party and fifteen or twenty citizens sat down to a fine collation. At the proper time Mayor Swift offered a welcoming toast, to which the admiral responded, expressing thanks for courtesies extended, and his determination in a few days to come up and view the town from one end to the other. General Redington was then called upon and made a few happy remarks. About 3 o'clock the party repaired to the landing of the San Francisco steamer, where the *Yosemite*, which has been delayed beyond her usual time of departure, by direction of General Redington, for the convenience of the admiral, lay gaily decorated with flags and streamers, awaiting his coming. As the boat swung around the crowd assembled at the landing cheered the hero time and again.—*Sacramento Union*, July 27.

AN extensive manufactory is to be established at Niles, Mich., for the manufacture of cutlery by a new process, for which a patent has been obtained. Swords will be made equal to the famous Damascus blades. They can be bent so that the point will meet the hilt, and spring back again upon being released. An ordinary pocket knife blade, hardened by the new method, will cut glass even better than a diamond, and will also cut into iron or ordinary steel without injury to the edge of the knife blade.

The project of cutting a canal through the Isthmus of Corinth is being discussed at Athens. A glance at the map of the Mediterranean shows how important such a canal

would be for the trade of all the ports of France, Italy and Austria by Smyrna, Constantinople and the Black Sea. The ports at both ends of the canal, would not require any very great expenditure, and the canal, if made, would be kept open at very little cost. Its length would be three miles and three quarters.

In the *Edinburgh Review* for April will be found, in substance, the following remarkable opinion of Earl St. Vincent, the celebrated admiral, respecting the policy of the British government in relation to Canada. When Lord Shelburne's peace (1783) was signed, and before the terms were made public, he sent for the admiral, and, showing them to him, asked his opinion. "I like them very well," said he, "but there is a great omission." "In what?" inquired his lordship. "In leaving Canada as a British province," was the answer. "How could we possibly give it up?" asked Lord Shelburne. "How can you hope to keep it?" responded the veteran. "With an English republic just established in sight of Canada, and with a population of a handful of English settled among a body of hereditary Frenchmen, it is impossible; and, rely on it, you only retain a running sore, the source of endless disquiet and expense." "Would the country bear it? Have you forgotten Wolfe and Quebec?" asked his lordship. "No; it is because I remember both. I served with Wolfe at Quebec, and, having lived so long, I have had full time for reflection on this matter; and my clear opinion is that if this fair occasion for giving up Canada is neglected, nothing but difficulty in either keeping or resigning it will ever after be known."

THE GRAND ANTIDOTE OF THE NINETEENTH CENTURY.—It is impossible to stop the progress of the causes that produce disease. The only thing that can be done to check the march of sickness is to meet or forestall the disorders of the human family with competent antidotes. Among these counterbalancers to physical infirmities, the PLANTATION BITTERS take the lead. This supreme tonic and alterative has a larger sale than any other proprietary medicine in the world, and the records of its beneficent effects is the most voluminous one that has ever attested the value of a medicine. Go where you will, you find enthusiastic praise of the preparation on the lips of every man and woman who has ever resorted to it as a tonic and alterative; and with an annual sale of five millions of bottles it may well be imagined that the good it does is almost limitless.

CLAUDE GURUX and THE LAST DAY OF A CONDEMNED MAN, Victor Hugo's powerful Pleas in favor of the abolition of Capital Punishment, have just been translated, and Carleton will publish them in one volume next week.

THE KALEIDOSCOPE, a Serio-comic Intermittent Periodical, will be started next week by Carleton, Publisher, New York. It will be profusely illustrated, and The Brothers Triplex, who edit it, promise to issue a number every little while.

PURE GOLD WEDDING RINGS.—\$5, \$6, \$9, \$12, \$15. Sent to all parts of the country free of expense. Silver Wedding Gifts, Diamonds, Watches, and Rich Jewelry. Agents for the American Watch Company and Gorham Plated Ware. J. H. JOHNSON & ROBINSON No. 159 Bowery, corner of Broome street, New York.

DIED.

HARRISON.—At South Walpole, Mass., August 2d, ANNA HOWARD, infant child of Lieutenant Harrison and Nellie H. Holt.

BALL, BLACK & CO.
565 and 567 BROADWAY.
MANUFACTURERS OF
ENGLISH STERLING
SILVER WARE.

THE FACILITIES OF BALL, BLACK & CO. FOR MANUFACTURING, ENABLE THEM TO OFFER A LARGER VARIETY OF PATTERNS AND AT LOWER PRICES THAN ANY OTHER HOUSE IN THE TRADE.

OWEN & PUGH,
Military and Naval Merchant Tailors
NO. 212 PENNSYLVANIA AV.,
Between 14th and 15th Sts.,
WASHINGTON, D. C.

JOHN R. ACKERMAN & SON
TAILORS.
No. 763 BROADWAY,
BET. EIGHTH AND NINTH STS. New York.
Army, Navy, and Citizens' Clothing

GENUINE WALTHAM WATCHES.

SENT to any PART of the COUNTRY WITHOUT RISK to the PURCHASER

Silver Hunting Watches, \$18, 18-Carat Gold Hunting Watches, \$80, Ladies' Gold Watches, \$70.**EVERY WATCH WARRANTED BY SPECIAL CERTIFICATE FROM THE AMERICAN WATCH COMPANY.**

EVERY ONE TO WHOM WE SEND A WATCH HAS THE PRIVILEGE TO OPEN THE package and examine it before paying the Express Company, and, if not satisfactory, it need not be taken. Do not order a Watch till you have sent for our Descriptive Price List, which explains the different kinds, gives weight and quality of the cases, with prices of each. WATCHES CAN BE SENT TO ANY POST OR STATION C. O. D.

Waltham Watches in Extra Heavy, Tight-fitting Cases, for special service.
Address in full

HOWARD & CO., Jewelers and Silversmiths,
No. 619 Broadway, New York.

Please state if you saw this in the ARMY AND NAVY JOURNAL.

IMPORTANT NOTICE TO OUR READERS.

Arrangements have been made for Clubbing THE ARMY AND NAVY JOURNAL with other Periodicals, which offer decided advantages to those who are now selecting their reading for the Winter. By these arrangements a saving to the subscriber of from twenty per cent. upward is effected. Especial attention is invited to the following terms. The subscriptions will be commenced at any time desired.

TERMS OF CLUBBING:

The Journal and the Galaxy	will be sent One Year for \$8 00—Regular Price, \$10 00
The Journal and Harper's Bazar	" " " " " 8 00 " 10 00
The Journal and Harper's Weekly	" " " " " 8 00 " 10 00
The Journal and Harper's Monthly	" " " " " 8 00 " 10 00
The Journal and Every Saturday	" " " " " 9 00 " 11 00
The Journal and The Round Table	" " " " " 10 00 " 12 00

FOR ELEVEN DOLLARS.

The Galaxy, The Army and Navy Journal, and Harper's Bazar, or Harper's Weekly, or Harper's Monthly,
Saving Two Dollars and One-Half on the regular subscription prices.

FOR FIFTEEN DOLLARS.

The Galaxy, The Army and Navy Journal, Harper's Bazar, or Weekly, or Monthly, and Every Saturday,
Saving Three Dollars and a Half on the regular subscription price.
Remittances should be made to

W. C. & F. P. CHURCH,
No. 39 Park Row, New York.

KNICKERBOCKER LIFE INSURANCE CO.*Of the City of New York.***HOME OFFICE, No. 161 BROADWAY.**

ASSETS nearly	\$5 000,000
New Members Insured in 1867	10,284
Amount Insured in 1867	\$32,000,000
Total Income for 1867	2,050,000

Amount paid to widows and orphans of deceased members in 1867 - 250,000

Army and Navy Officers Insured by this Company without Extra Charge of Premium.

The inducements offered by this Company to this class of insurers are the most liberal. MANY OF THE PRINCIPAL OFFICERS OF THE ARMY AND NAVY HAVE POLICIES IN THE KNICKERBOCKER. For information, apply at the Home Office, or to the Branch Offices in Chicago, Baltimore, Savannah, New Orleans, Memphis, and San Francisco. General Agencies in every State.

GEORGE F. SNIFFEN, Secretary.

ERASTUS LYMAN, President.

STANDARD BOOK OF REFERENCE.

ZELL'S POPULAR ENCYCLOPEDIA and UNIVERSAL DICTIONARY.

The most complete work ever published. Sold by subscription, in weekly and monthly parts at 10 and 50 cents. The entire work will not cost more than \$25. Specimen copies, 10 cents.

(From *The Nation*, New York.)
Those interested in the history and progress of Babism will find a résumé of the subject, based on the very latest intelligence and appreciation of this remarkable sect, in the newest issue of ZELL'S UNIVERSAL ENCYCLOPEDIA, sub verbo. As this important work progresses in monthly parts, we have been pleased to see evidences of a purpose to keep the articles abreast with the knowledge of the present time.

(From the *New York Tribune*.)
The work is evidently conducted with intelligent and conscientious industry, and thus far shows no falling off from the earlier numbers.

(From the *Historical Magazine*, Morrisania, N. Y.)
ZELL'S POPULAR ENCYCLOPEDIA and UNIVERSAL DICTIONARY promises to be an exceedingly useful work. The articles will be necessarily brief, but generally as complete as will be often required; while the beautiful style in which it is issued, whether considered in the well-printed letter-press or the exquisite little illustrations, will make it a welcome guest, wherever it shall go.

G. ELLWOOD ZELL, Publisher,
17 and 19 S. 6th street,
Philadelphia, Pa.
AGENCY OF ZELL'S PUBLISHING HOUSE,
7 Murray street,
New York.

HEATHCOTE & COHEN, WALTHAM WATCHES

AT

WHOLESALE PRICES.

**SILVER HUNTING WATCHES, \$15.
GOLD HUNTING WATCHES, \$50.**

Send for our descriptive price list
7 City Hall Square (under French's Hotel,) and
1 Park Row, corner Ann street,
NEW YORK.

WE USE**A. A. CONSTANTINE'S****Persian Healing or Pine-Tar Soap.**

Each cake is stamped "A. A. Constantine's Persian Healing or Pine-Tar Soap, Patented March 12, 1867"—no other is genuine.

BEWARE OF IMITATIONS. For the TOILET, BATH & NURSERY this Soap has no equal. It preserves the complexion fair, removes all Dandruff, keeps the Hair soft and silky and prevents it from falling off, and is "the best Hair Renovator in use."

It Cures Chapped Hands, Pimples, Salt Rheum, Frosted Feet, Burns, all diseases of the Scalp and Skin. Catarrh of the Head and is a GOOD SHAVING SOAP.

The Soap, as it justly deserves, has already won the praise and esteem of very many of our first families in this city and throughout the country. It is used extensively by our best physicians. Wherever used it has become a household necessity. We advise all to try it. For sale by all Dealers. Agents wanted. Call or address **A. A. CONSTANTINE & CO.,** 43 Ann St., New York.

ASTOR HOUSE.**CHAS. A. STETSON & SONS,**

A. McC. STETSON,

P. R. STETSON,

PROPRIETORS.

BROADWAY.....NEW YORK.

\$20 A DAY to Male and Female

Agents to introduce the **BUCKEYE \$20 SHUTTLE SEWING MACHINES.** Stitch alike on both sides and is the only LICENSED SHUTTLE MACHINE in the market sold for less than \$40. All others are infringements, and the seller and user are liable to prosecution and imprisonment. Full particulars free. Address **W. A. HENDERSON & CO.,** Cleveland, Ohio.

PRATT'S ASTRAL OIL

FOR FAMILY USE—NO CHANGE OF LAMPS REQUIRED. A perfectly safe illuminating oil—Strictly Pure—No mixture, No chemicals—Will not explode—Fire test 145 degrees (being 35 degrees higher than is required by U. S. Government)—Unequalled for Brilliance and Economy—Patented in the celebrated *Guaranty Pat. Case*. Ask for Pratt's Astral Oil, the safest and best illuminating oil ever used. Agents wanted in every town. At wholesale and retail by the **PROVINCIALS.** **ON HONG ST., CHAS. PRATT,** (Established in 1870.) Manufacturers, Packers, and Dealers in strictly First Class Oil.

Box 2020. **100 MULTON ST., NEW YORK.**
Send for circulars, with testimonials and price list.

ANTHRACITE COAL FOR THE NAVY.

NAVY DEPARTMENT, BUREAU OF EQUIPMENT AND RECRUITING, July 16, 1869.

SEALED PROPOSALS for furnishing Anthracite Coal for the Navy, to be delivered during the fiscal year ending 30th June, 1870, will be received at this Bureau until 10 A. M., 13th August, 1869.

These proposals must be endorsed "Proposals for Anthracite Coal for Steamers," that they may be distinguished from other business letters.

The offer must be for the delivery of 10,000 tons of 2,240 pounds.

The Coal must be of the best Buck Mountain or Black Heath, or of a kind equal to them in all respects, for the purpose intended, which equality will be determined by a Board appointed by the Secretary of the Navy after the reception of the bids.

The name of the Coal proposed to be furnished must be stated in the offer.

The price must be for the Coal delivered at the Philadelphia Navy-yard, or on board of vessels at such points within six miles thereof as may be designated by the Bureau, at the contractor's risk and expense, and without extra charge of any kind.

The coal must in all respects be satisfactory to the inspector or inspectors to be appointed by the Bureau, who will have the right of peremptory rejection.

SEPARATE SEALED PROPOSALS will also be received until the same date for furnishing the following quantities and qualities of Coal at the different Navy-yards during the fiscal year ending June 30, 1870, viz:

PORTSMOUTH, N. H.
150 tons Lehigh, Steamer.
100 " " Lump (hand picked).
100 " " Egg.
200 " Cumberland, run of mines.
10 " Cannel.

BOSTON.
1,100 tons Lehigh, Steamer.
500 " " Lump.
75 " " Egg.
400 " Cumberland, run of mines.
10 " Cannel.

NEW YORK.
150 tons Lehigh, Lump (hand picked).
75 " " Egg.
500 " Semi-bituminous, Lump.
25 " Cumberland, run of mines.
10 " Cannel.

PHILADELPHIA.
250 tons Lehigh, Lump.
20 " " Egg.
25 " " Slave.
260 " Semi-bituminous, Lump.

WASHINGTON.
200 tons Lehigh, Egg.
2,850 " Cumberland, run of mines.

NORFOLK.
1,500 tons Cumberland, run of mines.

Proposals must be for all the coal required at any one Navy-yard, which will constitute a separate class, and the contract will be awarded to the lowest bidder for each class.

The Coal to be of the best quality of the kinds named; to be free from dust and foreign substances, and subject to inspection.

The price must be per ton of 2,240 pounds for the coal delivered on the Navy-yard wharf at the respective places named, without additional expense or extra charge to the Government; the quantity delivered to be paid for at weight of Navy-yard scales.

Blank forms of offer, guarantee, etc., will be furnished on application to the Bureau.

Hamburg-American Pack Co**STEAMSHIPS**

ALLEMANIA, Capt. W. Bardua,
BAVARIA, Captain J. Meyer,
BORUSSIA, Captain N. C. Franzen
CIMBRIA, Captain P. H. Haack,
GERMANIA, Captain H. F. Schwensen,
HAMMONIA, Captain E. Meier
HOLSATIA, Captain H. Ehlers,
SAXONIA, Captain H. E. Kier,
TEUTONIA, Captain A. Barends,
WESTPHALIA, Captain N. Trautmann,
SILBIA (building),
of about 3,000 tons burthen,
will leave every week as follows:

Steamer	From	From	From
Hamburg	Hamburg	Southampton	New York
Germania	Wed., Nov. 11. Fri., Nov. 13. Tue., Dec. 1.		
Allemania	Wed., Nov. 18. Fri., Nov. 20. Tue., Dec. 8.		
Holsatia	Wed., Nov. 25. Fri., Nov. 27. Tue., Dec. 15.		
Cimbria	Wed., Dec. 2. Fri., Dec. 4. Tue., Dec. 12.		
Westphalia	Wed., Dec. 9. Fri., Dec. 11. Tue., Dec. 19.		

PASSAGE PRICES

NEW YORK, HAMBURG & SOUTHAMPTON
First Cabin, upper saloon.....\$12 gold
First Cabin, lower saloon.....72 gold

STEERAGE

From Hamburg, \$40 gold | From New York, \$25 gold
Children under ten years of age half price.
In New York these Steamers sail from the Hamburg Steamship Pier, foot of Third street, Hoboken
KUNHARDT & CO., General Agents,
No. 61 Broad st., cor. of Beaver st., New York

Great Western**MUTUAL****LIFE INSURANCE CO.,**

OF NEW YORK.

OFFICE, No. 39 NASSAU STREET.

OFFICERS:

ROBERT BAGE, President.
FREDERICK W. MACY, Vice-President.
WESLEY E. SHADER, Secretary.
JOHN H. BIRD, Counsel.
D. L. EIGENBRODT, Medical Exam'r.

PURELY MUTUAL

ISSUES EVERY APPROVED DESCRIPTION OF LIFE AND ENDOWMENT POLICIES on selected lives, returning all surplus earnings OVER THE ACTUAL COST OF INSURANCE EQUALLY AMONG THE INSURED. The stockholders receive legal interest only.

All Policies are **STRICTLY NON-FORFEITABLE AFTER THE FIRST PAYMENT**, so that the insured receive the full benefit of every dollar paid to the Company. For example: A life policy issued at the age of 37 would continue in force after one annual premium for 2 years and 20 days.

TWO annual premiums for 4 years and 47 days.
FOUR annual premiums for 8 years and 95 days.
One-third the premium may remain unpaid as a loan.

No notes required.
Thirty days' grace allowed in payment of Premiums.

OFFICERS OF THE ARMY AND NAVY INSURED WITHOUT EXTRA CHARGE.

A special Guaranty Fund of \$100,000 deposited with the Insurance Department of New York.

No restrictions upon residence or travel in any part of the world.

Insurance on a single life taken to the amount of \$20,000.

The Company issues certificates, whenever desired agreeing to purchase its policies at their surrender value, which, when accompanied by the policy duly transferred, are negotiable, and may be used as collateral security for loans.

No extra premium charged for occupation, except those of a peculiarly hazardous character.

LOSSES PAID PROMPTLY.

In fact, every good, equitable and liberal feature of the best Life Companies has been adopted by the Great Western Mutual Life Ins. Co. of New York.

DIRECTORS:

JAMES M. JONES, Retired Merchant.
CHAS. H. LUDINGTON, of Lathrop, Ludington & Co.

HENRY EYRE, Merchant.
ROBERT BAGE, President.

A. W. CANFIELD, Retired Merchant.
FRED. W. MACY, Vice-President.

JOHN H. BIRD, Counselor-at-Law.
JOHN T. WALKER, of Goodridge & Walker.

THOS. F. RICHARDS, of Taylor, Richards & Co.
CHAS. L. TIFFANY, of Tiffany & Co.

NATHAN SOUTHWICK, of Breeden & Southwick.

THOMAS B. KERR, Merchant.
THOMAS A. VYSE, Jr., President Ninth National Bank.

CHAS. T. SHERMAN, Judge U. S. District Court, Ohio.

J. C. HENDERSON, late Henderson & Smith.
D. M. WILSON, of D. M. Wilson & Co.

SACKETT L. DURYEE, Commissioner Merchant.
JOHN M. DAVIES, of John M. Davies & Co.

HENRY BRADSTREET, Mercantile Agency, N. Y.
Pamphlets containing full information sent free on application.

Active and energetic agents wanted in every city and town in the United States.

F. J. HEIBERGER,

(Successor to H. F. LUDWIG & Co.)

ARMY, NAVY AND CITIZENS'**MERCHANT TAILOR,**

Metropolitan Hotel, (late Brown's),

362 Penn. Avenue, Washington, D. C.

UNITED STATES**ARMY AND NAVY JOURNAL****A WEEKLY NEWSPAPER.**

DEVOTED TO THE INTERESTS OF THE

ARMY, NAVY AND MILITIA

and to the

DISEMINATION OF CORRECT MILITARY INFORMATION Terms—\$5 per annum in advance; \$3 for six months in advance. Advertisements of a character suited to the columns of the JOURNAL will be inserted at twenty-five cents a line each insertion.

The Editor of this JOURNAL will always be glad to receive from officers in the two services, correspondence and general communications of a character suited to its columns. It is necessary that the name of the writer should, in all cases, accompany his communications, not for publication, but as a guarantee of good faith. Address—

W. C. & F. P. CHURCH
ARMY AND NAVY JOURNAL
39 Park Row, New York

\$10.00 PER DAY GUARANTEED

Agents to sell the **HOMER SHUTTLE SEWING MACHINE**. It makes the LOCK STITCH, ALIKE ON BOTH SIDES, has the under-feed, and is equal in every respect to any Sewing Machine ever invented. Price \$25. Warranted for five years. Send for circular. Address JOHNSON, CLARK & Co., Boston, Mass., Pittsburgh, Pa., or St. Louis, Mo.

ATTENTION!!!**WALTHAM WATCHES.****C.O.D. WALTHAM C.O.D.**

LATEST IMPROVEMENTS.

FULLER & CO.

(Late M. E. CHAPMAN & CO.),

Removed to No. 25 JOHN STREET, N. Y.

We will send, on order, single **WALTHAM WATCHES**, in Solid Gold and Silver cases only, by express, to any part of the United States, to be paid for on delivery, after examination, at wholesale prices. The buyer to pay all express charges.

Send for Illustrated Circulars, giving full information.

GOVERNMENT CLAIM OFFICE**WM. E. SHELDON, ATTORNEY,****No. 171 BROADWAY, NEW YORK**

Officers' Pay Rolls cashed. Soldiers' Claims purchased. All kinds of Claims collected. Information free. Circulars free.

J. C. F. DEEKEN

Manufacturer of and Dealer in

MILITARY GOODS

FULL DRESS CAPS, EPAULETS, FATIGUE CAPS, AND ALL KINDS OF EQUIPMENTS OF THE NATIONAL GUARD OF VARIOUS STATES CONSTANTLY ON HAND AND MADE TO ORDER AT SHORT NOTICE.

WHOLESALE AND RETAIL.**No. 160 CANAL STREET,**

NEAR BOWERY,

New York.**SHANNON, MILLER & CRANE,**

Importers and Manufacturers of all kinds of

MILITARY GOODS,

HAVE REMOVED FROM

No. 32 TO 46 MAIDEN LANE, N. Y.,

and are now opening a full and complete assortment of new trimmings for **ARMY, NAVY, MARINE REVENUE, NATIONAL GUARD, MILITARY SCHOOLS, POLICE, FIREMAN, RAILROAD** uniforms, etc. Also Regalia, Church and Theatrical trimmings.

Banners and Flags of silk and real English bunting.

GOODS SENT C. O. D.**EVERYWHERE.****SCHUYLER, HARTLEY & GRAHAM****No. 19 MAIDEN LANE, N. Y.,**

IMPORTERS AND DEALERS IN

MILITARY GOODS.

SOCIETY, CHURCH, AND THEATRICAL

GOODS, EMBROIDERIES, LACES, ETC.

BREECH-LOADING GUNS AND PISTOLS.**STETSON HOUSE.****LONG BRANCH, N. J.****G. A. STETSON Jr.,**

PROPRIETOR.

Open on or about the 15th of May.

KALDENBERG & SON,

Manufacture to order the finest of **MEERSCHAUM PIPES, HOLDERS AND AMBER MOUTHPIECES** of every and any description, and warranted the **PATENT OF MEERSCHAUM**, and to color. Repairing done in the best style. N. B.—We received the Prize at the Paris Exposition, 1867, and the highest Premium over all other manufactures at the late **AMERICAN INSTITUTE FAIR, 1867**. Address for circulars, No. 23 Wall street cor. Broad street; No. 75 Nassau street, cor. John street. Old Store and Factory Nos. 4 and 6 John street up-stairs. N. B.—We have the same sizes, and charge the same prices as other makers, and keep the best articles. Our references are pipes now in use in the Army and Navy.

BROOKS BROTHERS,**NEW YORK,**CALL THE ATTENTION OF THE
OFFICERS OF THE U. S. ARMY AND NAVY

TO THEIR REMOVAL FROM

**BROADWAY, Corner of GRAND St., to
UNION SQUARE (South Side),**

Where the same persons who have served so many of them, for the past twenty years, may still be found. **STATE MILITARY ORGANIZATIONS, SCHOOLS, or any ASSOCIATIONS**, desirous of distinctive dress, can be furnished with designs, and have their clothing made from actual measurement.

POLLAK & SON,

MANUFACTURERS OF GENUINE



ESTABLISHED IN EUROPE 1839.

ESTABLISHED IN NEW YORK 1867.

Meerscham Goods,

WHOLESALE AND RETAIL.

ALSO, REPAIRING, BOILING AND AMBER WORK DONE.

STORES: No. 519 BROADWAY, under St. Nicholas Hotel.

No. 27 JOHN STREET, middle of the block.

Send for DIAGRAMS and PRICE LIST to Letter-box 5,846.

ALPHEUS D. KIRK,**ARMY AND NAVY TAILOR****No. 48 FULTON STREET, N. Y.**

UNIFORMS FOR OFFICERS OF THE ARMY, NAVY, AND MARINE CORPS made to order in the most approved style from the Best French and English cloths imported. A strict regard to the latest regulations observed at all times. Also, on hand—for civilian wear—a choice selection of the present popular styles of Scotch Costings and Cassimeres for **FALL and WINTER**. Circulars containing instructions for measuring, by which a perfect fit can be obtained, will be forwarded upon application.

J. M. Varian & Son,

(SUCCESSORS TO F. B. BALDWIN),

Clothing and Furnishing Warehouse,**Nos. 70 & 72 Bowery (near Canal St.), New York.**

PARTICULAR ATTENTION PAID TO THE MANUFACTURE OF

MILITARY CLOTHING,

FOR WHICH THEY SOLICIT THE PATRONAGE OF THEIR FRIENDS IN THE

ARMY, NAVY, AND NATIONAL GUARD.Constantly on hand **EPAULETS, SWORDS, SHOULDER STRAPS, BELTS, EMBROIDERIES, etc.****DEVLIN & CO.,****EXTENSIVE CLOTHING WAREHOUSES,****Nos. 459 & 461 BROADWAY, Corner GRAND ST..**

AND

Nos. 258 & 260 BROADWAY, Cor. WARREN ST.**NEW YORK.**

Unsurpassed facilities in the production of Military Clothing enables us to supply the **NATIONAL GUARD**, also **OFFICERS OF THE ARMY AND NAVY**, with Uniforms of best style and workmanship promptly and at moderate prices.

HORSTMANN, BROTHERS & CO.,**FIFTH AND CHERRY STS., PHILADELPHIA,****HORSTMANN BROS. & ALLIEN,****540 BROADWAY, NEW YORK, 17 RUE PARADIS POISSONNIERE, PARIS**

MANUFACTURERS AND IMPORTERS OF

MILITARY AND NAVAL GOODS.

Orders by Mail will receive our prompt attention.

CAP ORNAMENTS and CORDS, GOLD LOOPS, LACES and CLOTH, conforming to the **NEW NAVY REGULATIONS**, Now Ready.**FULL DRESS BELTS** for all grades, from Admiral to Midshipman, now ready.**REGALIA, CHURCH, and THEATRICAL GOODS.****FIREMEN'S EQUIPMENTS.****RAILROAD COMPANIES** supplied with Caps, Buttons, etc., for the uniforming of Employees.**FENCING MATERIALS and BOXING GLOVES. SILK, BUNTING and MUSLIN FLAGS.****BANNERS** made to order. Agents for **AMERICAN BUNTING.****WARNOCK & CO.,****NEW YORK,****ARMY AND NAVY****CAPS, HATS,****EQUIPMENTS and EMBROIDERIES.**

Officers of the Army at distant stations can obtain our Caps by mail as follows: Plain Caps, \$3.50, postage 50 cents; \$4.; Cap with Embroidery, \$7, postage 50 cents, \$7.50. Orders with remittances will receive prompt attention. **R. WARNOCK and CO., 519 Broadway, N. Y.**

**NEW BOOKS.****CLAUDE GUEUX.**

A remarkably powerful and tragic novel by Victor Hugo, written many years ago but just translated into the English language. One of the strongest and best things ever penned by the great author of "Les Misérables." The volume also contains "THE LAST DAYS OF A CONDEMNED MAN," in which is analyzed, with terrible minuteness, the agonies endured by a convict on the day preceding his execution. Beautifully bound. Price, \$1.50.

KALEIDOSCOPE.

The first number of an intermittent Periodical, full of serio-comic hits at the Extravagances, follies, and absurdities of the day. Embracing Poems, Essays, Letters, Fashion Plates, Suggestions, and everything else that is rich and racy in the art, literary and fashionable world. Profusely illustrated, and beautifully printed in two colors. Price 50 cents.

ALSO RECENTLY PUBLISHED.

Artemus Ward's Panorama—A new comic book. \$1.50

Ethelyn's Mistake—A novel, by Mary J. Holmes. \$1.50

Next week we shall publish Ernest Renan's new book, **SAINT PAUL**, which the translators are rapidly preparing for the press.

All beautifully bound in cloth—sold everywhere—and sent by mail postage free, on receipt of price, by

CARLETON, Publisher,
521 Broadway, N. Y.

Life Insurance for the Army and Navy Without Extra Rates.

ECONOMICAL

MUTUAL

LIFE INSURANCE COMPANY,

OF RHODE ISLAND.

OFFICE,

Cor. MARKET SQUARE and CANAL STREET,

PROVIDENCE.

Capital, \$200,000 00.

SIMON S. BUCKLIN, President.**C. G. McKNIGHT, Vice-President.****Hon. ELIZUR WRIGHT, of Mass., Actuary****WILLIAM Y. POTTER, Secretary****BOARD OF DIRECTORS**Major-General **AMBROSE E. BURNBIDE**, Governor of Rhode Island.**EARL P. MASON**, Earl P. Mason & Co.**Hon. WILLIAM SPRAGUE**, U. S. Senator from R. I.**JOHN CARTER BROWN**, Brown & Ives.**Hon. LEWIS FAIRBROTHER**, North Providence.**SIMON S. BUCKLIN**, President.**Hon. HENRY B. ANTHONY**, U. S. Senator from R. I.**MOSES B. LOCKWOOD**, A. D. Lockwood & Co.**A. H. OKIE**, M. D., Providence.**ANNA B. DIKE**, Providence.**ISAAC H. SOUTHWICK**, President American Horse

Nail Co.

HORATIO R. NIGHTINGALE, Cornett & Nightingale.**ALEXANDER FARNUM**, Merchant, Providence.**JOSEPH H. BOURN**, Bourn & Co., Bankers, Providence.**Hon. JAMES M. PENDLETON**, Westerly, R. I.**STEPHEN BROWNELL**, Goff, Cranston & Brownell,

Providence.

General GEORGE LEWIS COOKE, Warren, R. I.**ALBERT DAILEY**, Albert Dailey & Co., Providence.**C. G. McKNIGHT**, M. D., Providence.**JOHN KENDRICK**, Providence.**General LYMAN B. FRIEZE**, Providence.**HONORARY DIRECTORS.****Commander R. W. SHEPHERD**, U. S. N.**Brevet Major-General FRANK WHEATON**, U. S. A.**Brevet Major-General J. B. MCINTOSH**, U. S. A.**Brevet Major-General Q. A. GILMORE**, U. S. A.**REDUCED RATES.**

A CASH DIVIDEND IN HAND is paid to Policy-holders, in the low charges which this company make for Insurance, amounting in some cases to 25 per cent.

ADVANTAGES PECULIAR TO THIS COMPANY.**POLICIES NON-FORFEITABLE.****DIVIDENDS IN CASH ANNUALLY.**

BRANCH OFFICES—No. 10 Wall street, New York; Philadelphia, Baltimore, Washington, Louisville, St. Louis, Cincinnati, Chicago, Boston.

REFERENCES—Duncan, Sherman & Co.; Hoyt Sprague & Co.

BAKER & MCKENNEY,

Manufacturers of and Dealers in

MILITARY GOODS

CAPS and EQUIPMENTS of the National Guard. Regiments of the various States constantly on hand and made to order.

No. 141 GRAND ST.,East of Broadway, **NEW YORK**